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## American Railroad Journal.

New York, Saturday, March 29, 1879.

### Railroads in New Jersey.

A corps of engineers in the employ of the Pennsylvania Railroad Company are now engaged in making a survey for the purpose of extending the Freehold and Jamesburg Agricultural Railroad from Squan, a point east of Farmingdale, to Long Branch, and thence along the coast through Spring Lake, Sea Girt, Ocean Beach, Ocean Grove, Asbury Park and other famous resorts, making it practically a seaside railroad. The Pennsylvania Railroad Company controls the track from Philadelphia to Sea Girt, which is about a mile distant from Squan. By an arrangement with the local railroads the Pennsylvania Railroad has for years connected with the sea coast, and transported passengers from the West and South to Long Branch by using a few miles of the track of the New Jersey Southern or the Central Railroad of New Jersey, whichever suited best for certain objective points. This was effected by the Jamesburg and Freehold Railroad, which intersects both the Central and the Southern Railroads. The reason given for the extension of this

road is that the Central of New Jersey having leased the New Jersey Southern Railroad, could, if it chose, cut off the Pennsylvania at Sea Girt—the end of its line—as the only railroad at present between Farmingdale and Long Branch is controlled by the Central. The extension will be, throughout its entire length, within half a mile nearer than any other route to the sea.

### The Brooklyn Bridge.

The refusal of the Comptroller of the City of New York eight months ago to pay that city's quota of one million dollars towards the periodical payments required for the construction of the Bridge over the East River, connecting the two cities, led to the compulsory cessation of all work upon it at that date. The ground of the Comptroller's refusal was that the Bridge would far exceed in cost the amount allotted by the Legislature, and that the Trustees of construction had so far departed from the design sanctioned as to render the Bridge an obstacle to free navigation and an impediment to the commerce of the city. On application of the Trustees a mandamus was issued directing the Comptroller to comply with the literal requirements of the Act under which the amount and apportionment of expense of construction was provided for, and to pay the million dollars to the Trustees. An appeal was taken from this decision by the Comptroller to the Court of Appeals, and after long and exhaustive evidence and discussion by both parties the Court on Tuesday last pronounced its decision affirming the order of the lower court and making it imperative on the Comptroller to pay the amount called for and all subsequent pro rata payments.

This decision of the Court does not turn upon the interpretation of any dubitable legal point, but is rather a liberal and equitable construction of a legislative act which was not in literal terms sufficiently explicit to cover all the contingencies for which it was meant to provide. The Court holds that although \$8,000,000 is the total amount sanctioned, it is not to be considered that an excess of expenditure above that amount, in finishing the structure, and which might be the subject of future legislation, would invalidate the appropriation already made; far less could this anticipated deficit justify the comptroller in withhold-

ing any payment within the sum provided for, when its retention would cause the total loss of the sum already expended, by leaving the bridge in a useless as well as incomplete state. The question raised, that the Bridge is or will be an impediment to navigation, is not treated by the Court as of any weight, as in fact the evidence adduced did not substantiate the allegation. The decision was rendered by Judge Earle and concurred in by three other members of the Bench. Of the seven Judges, three were dissentient, and these included the weighty names of Chief Justice Church and Judges Miller and Folger.

The decision is received with favor by the majority of our citizens who are anxious to see the costly experiment completed now that it has gone so far, although it is questionable if they would not have taken a different view had any discretion been given them at the inception of the undertaking.

According to the statement of the President of the Bridge Trustees, the structure has already cost \$10,000,000 and will require a further outlay of \$3,000,000 before the public can derive any benefit from it.

The delay occasioned by these proceedings will retard the completion of the Bridge till 1881.

The report of the Consolidation Coal Company of Maryland for the year ended 31st December, 1878, shows receipts from mines, railroads, rents, etc., of \$1,563,808, and expenses \$1,209,283, leaving net receipts \$354,525. The interest on the funded debt was \$171,992 and sinking fund payment \$59,090, showing the surplus of the year's earnings to be \$123,443. The coal mined and delivered from the company's property in 1878 amounted to 404,015 tons, an increase of 56,630 tons over 1877, and the total transportation on the company's railroads was 1,650,682 tons, an increase of 100,986 tons.

At a recent meeting of the directors of the Waynesburg and Washington Railroad Company, arrangements were made for the payment of the floating debt, and also for the purchase of additional stock. The treasurer was authorized to sell \$5,000 of the first mortgage bonds of the road at not less than 60 per cent.

**St. Louis, Iron Mountain and Southern Railway.**

The fifth annual report of the St. Louis, Iron Mountain and Southern Railway Company, just issued, shows the gross earnings last year to have been \$4,514,821 18, and the operating and general expenses \$2,568,865 28, leaving net earnings \$1,945,955 90. The condition of the road is as follows: capital stock, \$21,469,101; bonded debt, \$25,909,000; deferred interest certificates outstanding, \$2,269,710; deferred interest unfunded, \$168,455; unpaid accrued interest on bonds, \$1,896,652. In November an arrangement was made whereby the company is now subject to an absolute charge for interest, from and after July 1, 1879, on the divisional mortgages only, which amount to \$21,876,000, and upon which the actual annual interest to be paid will be \$1,531,250. The net income necessary to pay all the interest in full upon the divisional mortgages and both classes of income bonds will be \$2,068,090 65. The entire track, except where 35 miles of new steel rails have been laid, shows marked deterioration. It is proposed to relay between 50 and 60 miles additional next year. It is also in contemplation to narrow the gauge, at an estimated cost of \$150,000 to \$200,000, and to build a new bridge across Red River costing \$90,000. Some new rolling stock may be needed, and it is suggested that the 450 cars now rented ought to be purchased. It is considered possible that it may be necessary to advance \$75,000 to \$80,000 during the year to preserve the company's title to the lands in Arkansas. The sales of these lands are hampered and delayed by the condition of the mortgage made by the old Cairo and Fulton Railroad Company to the Union Trust Company, and the company is also subjected to a competition by the offer of lands at lower prices by other corporations and the State.

**Cleveland, Columbus, Cincinnati and Indianapolis Railway.**

The earnings and expenses of this road for the years ending December 31, 1877 and 1878, were as follows:

Earnings:	1877.	1878.
From passengers.....	\$680,918 78	\$674,665 24
" freight.....	3,453,803 76	2,601,884 68
" express.....	74,494 53	74,417 92
" mail.....	75,717 78	75,549 70
" rents.....	41,532 61	41,866 85
" interest & dividends.....	107,888 69	60,829 90
	<b>\$3,434,356 15</b>	<b>\$3,528,713 79</b>

Expenses, viz:	1877.	1878.
Freight expenses.....	\$553,177 79	\$598,310 81
Passenger expenses.....	243,478 24	240,503 92
Legal expenses.....	14,242 32	17,125 26
General expenses.....	104,624 93	98,785 40
Repairs of locomotives.....	202,711 55	189,124 75
Repairs of pass. cars.....	76,270 85	89,556 46
Repairs of freight cars.....	195,814 83	179,947 20
Repairs of track.....	418,888 66	386,072 08
Repairs of buildings.....	68,996 66	39,278 33
Repairs of fences.....	14,683 68	8,443 18
Repairs of bridges.....	64,074 86	34,365 85
Oil and waste.....	51,881 02	43,530 59
Fuel account.....	266,498 14	256,174 02
Stock damages.....	4,420 16	3,821 79
Loss and damages.....	7,045 83	5,365 55
Gratuities & damages.....	20,711 00	11,602 50
Telegraph expenses.....	49,812 08	48,663 50
Balance car service.....	113,512 25	130,643 14
	<b>\$2,770,844 28</b>	<b>\$2,680,814 33</b>

Earnings less exp.:	\$664,011 57	\$847,899 46
Add balance from previous year..	452,961 92	
Total.....		<b>\$1,300,861 38</b>

Disbursed as follows, viz:	
Taxes.....	\$140,019 58
Interest on bonds.....	420 087 50
Discount on bonds sold.....	21,675 00
Sundry accounts charged off as worthless.....	44,754 11
Surplus December 31, 1878.....	674,325 19
Total, as above.....	<b>\$1,300,861 38</b>

The gross earnings in 1877 were \$3,434,356 15, and the total expenses, including taxes and interest, were \$3,372,454 23, leaving a balance of \$61,901 92. In 1878, the earnings were \$3,528,713 79, the expenses, taxes and interest, \$3,240,921 41, and the balance \$287,792 38. The ratio of expenses to earnings in 1877, was 80.09 against 75.97 in 1878. The President in his report says:

It will be seen that there has been transported in 1878, of through freight, 276,211,835 tons one mile, against 217,250,015 tons in 1877. And of local freight, 69,633,538 tons one mile, against 58,436,285 tons in 1877.

The total freight hauled one mile is 345,845,373 tons at an average gross rate of 0.752 cent per ton mile, as compared in 1877 with 274,686,300 tons at the rate of 0.890 cent per ton mile.

The increase in freight tonnage 1878 over 1877 is 25.4 per cent, whilst the increase in revenue from freight is but 6 per cent.

The decrease of the average gross freight rate of 1878 as compared with 1877 is 15.5 per cent.

	1877.	1878.	Inc.	Dec.
Cent.	Cent.	Cent.	Cent.	Cent.
Freight earnings per ton mile.....	0.890	0.752	....	0.138
Cost of same per ton mile.....	0.849	0.655	....	0.194
Net earnings per ton mile.....	0.041	0.097	0.056	....

The number of passengers carried one mile in 1878 were, of through passengers 12,316,400; and, of local passengers, 17,153,900, as compared with 11,401,326 through, and 17,064,851 local in 1877. An increase in 1878 of 8.9 per cent of through passenger traffic, and a decrease of 0.7 per cent of local traffic.

The total number of passengers carried one mile was 23,470,300 as compared with 29,066,177 in 1877.

	1877.	1878.	Inc.	Dec.
Cents.	Cents.	Cents.	Cents.	Cents.
Earnings per passenger per mile.....	2.859	2.798	....	0.061
Cost per passenger per mile.....	1.481	1.410	....	0.071
Net earnings per mile.....	1.378	1.388	0.010	....

Many railroads may show larger earnings per mile, gross or net, upon the freight traffic of 1878; but few will show the amount of freight traffic which has been carried over this line during the past year at such an infinitesimal gross rate of seven and one-half mills per ton mile upon all freight transported. And this road, handling the freight traffic at a cost rate of six and one-half mills, has had for its profit therefore one mill per ton per mile. Each single mill received per ton on such a freight movement as this of 1878 yields a net gain of \$345,845. The exceptional freight rate of last year, then the lowest ever reached, applied to the tonnage of 1878, would have produced nearly one half million dollars additional net revenue.

Under the circumstances, therefore, the results cannot but be hopeful and encouraging, as demonstrating more certainly the intrinsic value of the property, which has endured and borne so successfully the strain and tension of unrestrained and long continuing competitive warfare.

Sooner or later this must and will end, for the

traffic of the country is sufficient to employ, to a reasonable degree, the transportation facilities of all the main East and West rival rail lines; and, with the rail yielding to water competition its due, co-operating, rather than opposing, to go forward in a proper apportionment of all traffic, whilst adhering to something more like system in the conduct of transportation affairs. There will be secured then to stockholders generally something in result approaching certainly in determining the earning capacity, as well as the true and abiding value of railroad properties. In the end, too, no other interests can, or will, be so well served and benefited by such re-organizations and confederation of railroad affairs as those of the shipper and community.

And the continuation, year by year, of the lowering of rates, especially since 1873, so utterly regardless of cost of service, must, some time, and possibly speedily, work its own cure, more particularly if the hallucination of 1878 is to continue, of competing with minimum rates on low grade merchandise.

The Saratoga agreement of last August, made between many roads, marked an important step towards the desired end of securing fair and uniform transportation rates upon competitive traffic and regulating discrimination. Its immediate effect was to partly remedy the losses upon through freights, which had accrued during the summer, from the carriage of large amounts of merchandise at two and three mills per ton per mile, by an adjustment and maintenance of uniform tariffs throughout the remainder of the year, although from unavoidable circumstances, the improvement was really very small. But the accomplishment of something like an organization in the development of this plan, and the slight advance and subsequent holding of rates under it, was, and has proved to be of great value in the operations of the year. And, from the beneficial effects resulting from this agreement, and the auxiliary compacts east and west, affecting favorably all interests in the management of traffic, it now seems safe to infer that there will be at least a careful avoidance of continued reductions in the standard of rail rates, east bound, as against water competition.

The consequence of this should be a restoration, at once, of this railway to a position of earning, assuredly, a moderate dividend, with certainly and regularity, in the future.

The advances and payments during the year on account of leased lines have been:

To the Cincinnati and Springfield Railway.....	\$236,214 78
To the Indianapolis and St. Louis Railroad.....	69,153 12
Total advances.....	<b>\$305,367 90</b>

The advances to the Cincinnati and Springfield Railway include an amount of \$118,573 40, being settlements on account of property destroyed by fire in and with the freight house of that company, in Cincinnati during the month of August, 1876. It was deemed best by your Board to settle these fire claims in a generous spirit, which in the end has been fully reciprocated by the owners of the destroyed merchandise, most of whom are long tried friends and patrons of this railway. An equitable compromise was reached during the past year, and substantially the entire list of these fire claims has been settled and amicably disposed of.

To aid in meeting these advances, consolidated mortgage bonds of the company were sold to an amount of \$115,000. During the year \$61,000 of the mortgage debt was redeemed, and the increase of the bonded debt has been \$54,000.

The working of the pool with the C. H. & D. R. R. Co., between Dayton and Cincinnati has been generally satisfactory. The Indianapolis and St. Louis Railroad, with its leased line, has been worked as usual the past year under the management of an officer and member of this board.

The number of locomotives in service at the



close of the year was 186, classified as follows: freight, 82; passenger, 24; switching, 80.

The locomotive mileage for the year was as follows: passenger 1,006,754; freight 8,499,478; working and fuel, 92,834—total, 4,598,561, an increase, compared with the preceding year, of 128,241.

The passenger and freight equipment in service at the close of the year was as follows: 32 first class and 20 second class coaches, 7 sleepers, 2 parlor, 1 directors', 1 pay, 17 baggage and express, 6 postal and mail, 1,838 box, 303 stock, 602 flat, 658 coal, 63 caboose, and 13 wrecking, etc., cars.

The equipment of the Cincinnati and Springfield line was as follows: 16 locomotives, 15 passenger, 6 baggage, 2 U. S. postal, 100 box, 100 stock, 94 coal, and 11 caboose cars.

The total number of passengers carried was 695,955; of whom 628,118 were way, and 67,842 through. Number of passengers carried one mile, 29,470,800. Average rate per passenger per mile, 2.289 cents, against 2.343 cents in 1877, 2.222 cents in 1876, 2.541 cents in 1875, 2.716 cents in 1874, and 3.009 cents in 1873.

The total number of tons of freight carried was 1,949,480; of which 1,314,674 tons were through and 834,806 way. Of the through freight 1,105,704 tons were carried eastward and 208,970 westward. Of the way freight, 401,964 tons were carried eastward, and 232,842 westward. Total eastward bound, 1,507,668; do. westward do. 441,812. Number of tons carried one mile, 345,845,378. Average rate per ton per mile, 0.752 cent, against 0.890 cent in 1877, 0.814 cent in 1876, 1.005 cents in 1875, 1.192 cents in 1874, and 2.362 cents in 1873.

The renewals for the year embrace the following: 154,831 cross ties, 1,734½ tons steel rail, 171 tons iron rail, 77¼ tons railroad spike, 90¼ tons iron joint splices, 43 tons track bolts and nuts. The General Manager in his report says:

The majority of coaches and baggage cars have been furnished with the "Master Car Builder's" standard axle, replacing the smaller axle heretofore in use, under that class of equipment.

They have also been furnished with new heating apparatus, replacing the wood burning stoves, and fully complying with the laws of the State.

Candle lamps heretofore in use have been replaced by improved lamps for burning 300° fire test oil; both of which changes were demanded in the interest of safety and comfort of our patrons, and by economy in operating.

The equipment has been overhauled, and is in most excellent condition.

The entire cost of above being charged to current expenses.

The mileage of track is as follows:

	Miles.
Columbus Division—Main track.....	188
Double track.....	18.14
Sidings.....	58.80
Indianapolis Division—Main track.....	203.15
Double track.....	1.89
Sidings.....	38.83
Cincinnati Division, (Delaware to Springfield)—Main track.....	50
Sidings.....	7.04

Total mileage.....515.85

Increase, 0.98 mile.

The reduction in mileage of double track on Indianapolis Division from 2.37 to 1.89 miles is occasioned by the completion of contract with the Indianapolis, Peru and Chicago Railroad, by the

terms of which the latter company assumed the maintenance of one of the tracks between Massachusetts Avenue and Union Depot, Indianapolis.

The exceeding low price received for moving the tonnage of the year, amounting as it does to only 0.752 c. per ton per mile, being less than the cost rate for 1877, with but little prospect of any increase during the year, demonstrates more forcibly than words can the necessity of the most rigid economy in all departments relating to operating expenses.

It is hoped that the expenses of the coming year can be kept from any increase over this except in the matter of steel rail.

Future economy demands, however, that the iron rail now remaining in the track should be removed as rapidly as the company's means will permit.

Some measures should be at once adopted to add to the freight equipment. The increase of car mileage from \$118,512 25 in 1877 to \$180,643 14 in 1878, an increase of \$17,130 84, shows the necessity of providing for the increasing tonnage of the road.

During the past year no increase of "Construction Account" has been permitted, but the entire additions have continued to be a charge against operating expenses.

#### ABSTRACT OF LEDGER BALANCES, Dec. 31, 1878.

ASSETS.	
Construction.....	\$17,996,527 72
Materials on hand:	
For repairs of road.....	\$39,632 15
For repairs of cars and engines.....	131,645 64
For fuel, oil and waste.....	27,360 89
	198,638 68
Cash and cash assets:	
Cash in hands of treasurer.....	\$63,914 49
Bills receivable.....	531,865 88
Due from Post Office Department.....	7,217 08
Due from agents and others.....	77,864 53
Due from other railroad companies.....	224,102 69
	907,964 67
Other assets:	
Indianapolis & St. Louis Railway stock, cost.....	\$300,000 00
560 Indianapolis and St. Louis 2d Mortgage bonds, cost.....	458,750 00
249 Indianapolis and St. Louis Equipment bonds, cost.....	218,000 00
526 Cincinnati & Springfield Railway 2d Mortgage bonds, cost.....	528,000 00
Cincinnati and Springfield Railway advances, cost.....	1,488,130 06
Dayton and Union R. W. bonds and stock, cost.....	129,235 77
184 Columbus Union Depot Co.'s bonds, cost.....	147,200 00
Columbus Union Depot Co.'s stock, cost.....	37,298 75
1 Ohio and Mississippi (Springfield Division) bond, cost.....	1,000 00
2 Scioto and Hocking Valley R. R. bonds, cost.....	2,000 00
Merchants Dispatch Co.'s stock, cost.....	25,000 00
Gallon Stock Yard Co.'s stock, cost.....	2,557 50
Wood lands, cost.....	38,777 43
Real estate, cost.....	10,253 16
Pendleton Stone Quarry.....	4,697 51
	2,288,900 18
	\$22,489,081 25

#### LIABILITIES.

Capital stock.....	\$15,000,000 00
Less owned and held by the company.....	8,200 00
	\$14,991,800 00
Cleveland, Columbus and Cincinnati Railroad Co. bonds, \$25,000 falling due each year.....	150,000 00
Bellefontaine and Indiana Railroad 1st Mortgage bonds.....	420,000 00
Cleveland, Columbus, Cincinnati and Indianapolis Railway Co. 1st Mortgage Sinking Fund bonds.....	3,000,000 00
Cleveland, Columbus, Cincinnati and Indianapolis Railway Co. 1st Consolidated Mortgage bonds.....	2,539,000 00
Bills payable.....	321,161 47
New York dividends, unpaid.....	23,005 23
Bill audited.....	369,739 31
Balance to surplus.....	674,325 19
	\$22,489,081 25

President.—J. H. DEVEREUX.

Vice President.—H. B. HURLBUT.

Directors.—J. H. Devereux, H. B. Hurlbut, S. Burke, James Barrett, L. M. Hubby, T. P. Handy, Amos Townsend, Cleveland; B. S. Brown, Columbus; R. M. Shoemaker, Cincinnati; H. J. Jewett, Hermann R. Baltzer, J. R. Keene, Walton Ferguson, New York.

Secretary and Treasurer.—Geo. H. RUSSELL.

General Manager.—E. B. THOMAS.

Auditor.—A. ELY.

#### Chicago, Milwaukee and St. Paul Railway.

At a meeting of the directors of the Chicago, Milwaukee and St. Paul Railway Company, held in this city on the 20th inst. the usual semi-annual dividend of 3½ per cent on the preferred stock was declared, payable April 15th to stockholders of record on the 29th inst. The following statement of the operations of the company for the year ending December 31, 1878, was presented:

Gross earnings.....\$8,451,767 28  
Gross expenses (including taxes).....4,792,313 04

Net earnings.....\$3,659,454 24

Deduct interest paid on mortgage debt in 1878.....\$2,135,730 56

Less interest and exchange received.....13,480 67

2,122,299 89

\$1,587,154 25

Dividend of 3½ per cent on preferred stock, paid 15th October, 1878.....\$429,781 90

Dividend of 3½ per cent on preferred stock, to be paid 15th April, 1879.....429,781 90

859,563 80

Balance of undivided profits for the year 1878.....\$677,690 55

A contract for section B, Canada Pacific Railway, was signed at Ottawa, on the 21st inst., by Messrs. Grant, Fraser, Petblade & Co. The contractors intend leaving at once for Winnipeg to arrange for commencing work as early as possible. The amount of the contract is \$4,130,000.

The Richmond and Allegheny Railroad Company have approved of the contract for the transfer of the franchisees of the James River and Kanawha canal to that company. The canal company had already approved the contract.

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atchafalaya, Top. &amp; San. Fe:</b>													
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,589
1877.....	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,832	335,678	246,778	2,679,106
1878.....	174,598	184,885	306,000	290,500	291,500	251,000	330,000	467,000	421,000	445,000	436,000	323,500	3,930,848
1879.....	315,500	382,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Burlington, Cedar Rapids and Northern:</b>													
1877.....	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,635	194,226	171,533	138,955	129,554	1,249,880
1878.....	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,597
1879.....	117,362	97,277	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Central Pacific:</b>													
1875.....	963,933	906,159	1,136,263	1,366,984	1,796,469	1,738,370	1,536,235	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,021,016
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.....	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,906,382	1,855,774	1,354,882	17,050,976
1878.....	1,110,988	960,523	1,224,410	1,510,000	1,574,000	1,460,000	1,517,000	1,706,000	1,831,000	1,834,000	1,543,000	1,438,000	17,752,363
1879.....	1,143,000	1,093,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	305,597	346,650	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877.....	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878.....	301,073	300,187	357,297	335,999	349,853	359,457	433,473	563,379	443,525	486,921	399,378	340,47	4,671,519
1879.....	341,075	312,311	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1876.....	808,842	854,637	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877.....	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878.....	1,077,891	1,064,857	954,864	1,138,474	1,346,003	.....	.....	.....	1,315,796	1,566,858	1,236,412	1,114,555	14,523,653
1879.....	1,044,230	895,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago, Burl. &amp; Quincy:</b>													
1877.....	876,835	871,768	888,065	960,198	917,447	957,734	889,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,479,286
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,375,516	897,090	946,427	1,632,207	1,382,123	1,368,348	1,296,032	1,070,526	14,113,603
1879.....	1,105,098	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago, Mil. &amp; St. Paul:</b>													
1876.....	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	375,554	403,852	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,037	669,921	8,114,894
1878.....	705,865	666,853	663,000	785,000	799,000	636,000	648,000	523,000	677,000	823,000	809,029	716,468	8,451,767
1879.....	592,000	476,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Clev. Col., Cin. &amp; Ind.:</b>													
1876.....	296,258	329,391	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
1877.....	229,368	263,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878.....	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
<b>Denver and Rio Grande:</b>													
1877.....	43,270	40,182	49,944	51,400	68,052	57,502	74,276	84,572	78,737	83,157	80,083	.....	.....
1879.....	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,610	122,863	117,804	.....	.....
<b>Hannibal &amp; St. Joseph:</b>													
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878.....	135,044	124,096	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1879.....	135,423	134,668	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Illinois Central:</b>													
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	553,574	577,703	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	460,656	459,523	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878.....	624,659	511,386	536,409	533,838	608,627	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879.....	551,154	475,243	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Kansas Pacific:</b>													
1877.....	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	346,661	395,361	364,188	258,107	3,294,549
1878.....	189,456	172,995	275,282	279,468	281,491	223,523	291,634	390,999	403,307	443,514	391,421	260,450	3,729,606
1879.....	199,742	246,245	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Lake Shore &amp; Mich. South'n:</b>													
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876.....	1,097,272	1,095,523	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,192,314	1,051,771	13,949,177
1877.....	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
<b>Mo., Kan. &amp; Texas:</b>													
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878.....	217,029	181,118	236,546	206,716	206,757	207,514	219,926	294,835	330,235	349,596	288,459	242,568	2,981,679
1879.....	194,454	194,856	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>New York, Lake Erie &amp; Western:</b>													
1877.....	1,052,713	1,039,300	3,262,727	1,289,880	.....	1,233,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	.....
1878.....	1,304,018	1,121,411	3,572,638	1,127,079	1,172,961	1,258,990	1,157,670	1,445,929	1,338,272	1,473,532	1,381,391	1,205,755	17,559,646
<b>Philadelphia and Reading:</b>													
1876.....	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877.....	711,730	673,036	831,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878.....	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879.....	900,482	825,154	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>St. Louis, I. Mt. &amp; South'n:</b>													
1877.....	377,203	352,407	350,778	287,903	283,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878.....	375,521	341,318	349,900	287,200	270,329	253,600	290,200	359,100	416,800	577,200	533,700	472,110	4,518,236
1879.....	334,029	339,950	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>St. Louis, Kans. C. &amp; North'n:</b>													
1876.....	246,099	282,879	271,230	236,237	236,083	229,338	218,479	255,835	232,990	328,124	282,511	264,059	3,143,866
1877.....	240,316	232,761	277,943	264,020	227,178	171,856	193,928	302,026	321,180	347,940	312,333	255,635	3,150,477
1878.....	264,289	234,661	299,825	248,522	258,133	205,733	237,829	309,103	321,363	347,172	312,592	279,905	3,317,816
1879.....	256,519	266,828	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Toledo, Peoria and Warsaw:</b>													
1876.....	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,489
1877.....	78,571	80,679	81,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878.....	130,466	94,878	10										



Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) .	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1873.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	119
Receiver's Bonds.....	1,200,000	7		"			Loan of 1875.....	2,000,000	6	Jan. & July.	"	1895	109
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Central:							1st Mortgage (Equalization).....	300,000	7	"	"	1889	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation).....	252,000	7	"	"	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	370,000	8	Apr. and Oct.	"	1881	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	111	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	109	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
3d Mortgage.....	253,000	7	May & Nov.	"	1881			1,224,006	7	Apr. and Oct.	Boston.	1893	104
Albany Loan.....	933,000	6	"	"	1895			367,200	6	"	"	1893	
Cohsol. M. (guar. by D. & H. Co.)	1,593,000	7	April & Oct.	"	1906	97	Consol. Mortgage for \$2,000,000.						
Alexandra and Fredericksburg:							Boston, Hartford and Erie:						
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896		1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	
Allegheny Valley:							1st Mortgage (Berdel).....	15,000,000	7	Jan. and July.	New York.	1900	341
General Mortgage.....	3,967,000	7.5	Jan. & July.	New York.	1896	113	1st Mortgage, guar. by Erie.....	5,000,000	7*	"	"	1900	341
Special Mortgage to Penn.....	3,500,000	8	January.	Harrisburg.	1900	101	Mass. L. (sec'd by \$4,000,000 Ber.)	3,000,000	7*	"	Boston.	1899	
1st M., E. Ext., guar. by P. R. R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	101	Boston and Lowell:						
Funding Income (traffic guar.)	5,402,000	7	"	Pittsburg.	1894	29	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
American Central:							Bonds of 1872 for \$1,000,000.....	999,500	7	"	"	1892	113
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	100	Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1894	113
Androscoggin:							Bonds of 1876.....	425,000	6	Jan. and July.	"	1896	108
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Maine:						
Arkansas Central (narrow gauge):							Bonds of 1898 (coup. and reg.).....	3,200,500	7	Jan. and July.	Boston.	'90-'91	117
1st Mortgage.....	1,300,000	7*	Jan. & July.	Lond. or Ama.	1891	....	Boston and New York Air Line:						
Ashtabula, Youngstown & Pitts.:							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	102
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904		Boston and Providence:						
Atchison and Nebraska:							Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	115
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	21	Brunswick and Albany:						
Atchison, Topeka and Santa Fe:							1st Mort. (gold) end by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	1104	2d Mort. sinking fund gold.	2,350,000	7*	"	"	1893	....
Land Grant Mortgage (gold)....	3,366,500	7*	April & Oct.	Boston.	1900	111	Buffalo, Bradford and Pittsburg:						
Land (Wichita Br.) traf. guar	412,000	7	Jan. & July.	"	1902		General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Pottawatomie Land Grant.....	439,000	7	May & Nov.	N. Y. or Bos.	1879	111	Buffalo, Corry and Pittsburg:						
Consol. Second Mort. (gold)....	3,385,000	7*	April & Oct.	"	1903	114	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Land Income bonds.....	480,500	12	Jan. & July.	Boston.	1903		Buffalo and Erie:						
Atlanta and Richmond Air Line.							Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	....	Mort. bonds ( " " )	300,000	7	March & Sept.	"	1886	....
Atlantic and Great Western:							Mort. bonds ( " " )	2,844,000	7	Apr. and Oct.	"	1898	114
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....	Buffalo and Jamestown:						
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	Mortgage.....	1,000,000	6*	.....	New York.	1902	....
2d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	Buffalo, New York and Erie:						
Atlantic and Gulf:							1st Mortgage Renewal Bonds.....	2,380,000	7	June & Dec.	New York.	1916	116
Consolidated 1st Mortgage.....	2,810,200	7	Jan. & July.	New York.	1887	68	Buffalo, New York & Phila.:						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888		1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	93
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889		2d Mortgage for \$1,000,000.....	281,500	10	"	"	1892	....
Atlanta and Lake Erie:							Burlington, Cedar Rapids & Nor.						
1st Mort. (gold) for \$5,000,000..	.....	7*	Jan. & July.	New York.	1901	....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	72
Atlantic, Miss. and Ohio (428 m.)							1st Mort. (Minn. & St. Louis)...	150,000	7*	Jan. & July.	"	1911	....
1st Mortgage for \$15,000,000.....	5,470,000	7*	April & Oct.	New York.	1901	....	Burlington and Missouri River:						
2d Mort. to State (no int. till '80).	4,000,000	....		"	....		Land and R. R. Mortgage.....	4,698,250	7	April & Oct.	N. Y. & Bos.	1893	116
Atlantic and Pacific:							Stock (common) Bonds.....	236,500	8	April & Oct.	N. Y. & Bos.	1879	104
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	106
2d Mortgage for \$3,000,000 (gold)	2,016,500	6*	May & Nov.	"	1891	....	Stock (common) Bonds.....	370,500	8	"	"	1889	....
1st Mort. (So. Pac. R.R. assumed)	7,188,500	6*	Jan. & July.	"	1888	01	Burlington and Mo. Riv. in Neb.:						
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	1st Mortgage convertible.....	5,627,000	6	Jan. & July.	N. Y. & Bos.	1894	117
1st Mort. (Central Div.) L. Ga.....	794,000	6*	.....	"	1901	....	Bonds convertible until 1892.....	600,000	8	"	Boston.	1893	113
Equipment Bonds.....	753,000	10	June & Dec.	"	1885	....	Consolidated Mortgage.....	.....	6	.....	Boston.	....	....
Income Bonds (for funding).....	529,600	6*	"	"	1883	....	Burlington and Southwestern:						
Land Debentures.....	800,000	10	J. A. J. & O.	"	1884	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	13
Atlantic and St. Lawrence:							Cairo and Fulton (Arkansas):						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (R. R. and lands) S. F.	9,000,000	7*	Jan. & July.	New York.	1891	....
2d Mortgage (sterling) of 1884.....	1,500,000	6*	April & Oct.	"	1884	....	Cairo and St. Louis (3 ft. gauge):						
3d Mortgage (sterling) of 1871.....	713,000	6*	May & Nov.	"	1891	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Portland City Bonds, 1st M., a. f.	787,000	6	"	Portland.	1886	....	Cairo and Vincennes:						
Bald Eagle Valley:							1st Mortgage, gold.....	3,800,000	7*	April & Oct.	N. Y. & Lond.	1909	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
2d Mortgage.....	100,000	7	"	"	1884	....	California Pacific:						
Baltimore and Ohio:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1899	....
Loan of 1850-'80.....	478,500	6	Jan. & July.	Baltimore.	1880	101	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
Loan of 1883-'85.....	1,710,000	6	April & Oct.	"	1886	108	2d Income, or double track b'ds	1,000,000	6*	Jan. & July.	.....	1891	....
Loan of 1855-'90 (Balt.) skg fnd.	3,151,122	6	Jan. & July.	"	1890	....	Camden and Amboy:						
Loan of 1870-'95 (etc.) skg fnd.	3,273,956	6*	March & Sept.	London.	1895	....	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	102
Loan of 1872-1902 (etc.) S. F.	9,020,852	6*	"	"	1902	....	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	101
Loan of 1874-1910 (etc.) S. F.	9,464,500	6*	May & Nov.	"	1910	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	111
Baltimore and Potomac:							Sterling Loan, S. F. (\$202,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
1st Mort. (tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Camden and Atlantic:						
1st Mortgage (R. R.) gold guar.....	3,000,000	6*	April & Oct.	"	1911	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	114
Bangor and Piscataquis:							2d Mortgage.....	500,000	7	April & Oct.	"	1879	101
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Camden and Burlington County:						
1st Mort. (Bangor loan) exten'n	120,000	7	"	"	1901	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	101
Bay City and East Saginaw:							Canada Southern:						
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	1st Mort. (skg fnd) for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	7
Bedford and Bridgeport:							Cape May and Millville:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Belfast and Moosehead Lake:							Carbondale and Shawneetown:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	200,000	7*	Jan. & July.	.....	1902	....
Belleville and Snow Shoe:							Carolina Central:						
1st Mortgage.....	99,000	6	.....	Philadelphia.	1883	....	1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1923	....
Belleville and Indiana:							2d Mortgage - Income Bonds.....	3,000,000	7	April & Oct.	"	1914	....
1st Mort. assumed by C., C. & I.	463,000	7	Jan. & July.	New York.	1899	....	Carthage and Burlington:						
Belleville and Southern Illinois:							1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	10
1st Mort., guar. by St. L. & T. H.	1,100,000	8	April & Oct.	New York.	1896	108	Catawissa:						
Beaumont and Madison (C. & N. W.)							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (new).....	1,500,000</					



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.): 1st Mortgage, 1st Div. \$10,000 p.m. 1st Mortgage 2d Div. \$10,000 p.m. 1st Mortgage 3d Div. \$16,000 p. m.	\$ 678,000 582,000 2,400,000	7 7 7	Feb. & Aug. " " May & Nov.	New York. " " " "	1891 1894 1916	110 101 113	Chicago, Iowa and Nebraska: 2d Mort. (now 1st) guar. C. & N.W. 3d Mort. (now 2d) guar. C. & N.W. Chicago and Lake Huron:	\$ 588,200 211,600	7 7 7	Jan. & July. Feb. & Aug. " "	Boston. New York. " "	1880 1892 1899	102 109 ....
Central Branch Union Pacific: 1st Mort. (Atch. & Pike's Peak). 2d Mortgage Government's aid.	1,800,000 1,000,000	6 6	May & Nov. Jan. & July.	New York. " "	1895 1895	.... ....	1st Mort. 1st series (Peninsular.) 1st Mort. 2d series ( " ) 1st M. (Port Huron & L. Mich.) 2d Mortgage (Peninsular.) Consolidated Mortgage.....	1,800,000 2,000,000 1,800,000 540,000 12,000,000	7 7 7 7 6	May and Nov. " " " " Feb. and Aug. " "	N.Y. or Lond. " " New York. " " " "	1899 1900 1899 1881 1905	.... .... .... .... ....
Central of Georgia: General Mort. for \$5,000,000.... Macon & West. (Atlanta D.) b'ds	2,222,000 117,000	7 7	Jan. & July. April & Oct.	N.Y. & Savan. Savannah.	1898 1890	.... ....	Chicago and Milwaukee Railway: 1st Mort., guar. by C. and N.W. Chicago and Mich. Lake Shore:	1,700,000	7	Jan. & July.	New York.	1898	111
Central of Iowa: 1st Mortgage, gold, \$16,000 p. m. 2d Mortgage, gold, \$4,000 p. m.	3,700,000 925,000	7 7	Jan. & July. April & Oct.	New York. " "	1890 1901	92 ....	1st Mortgage..... 1st Mortgage..... 1st Mortgage..... 1st Mortgage (on Branch).....	477,000 2,500,000 1,350,000 1,325,000	8 8 8 8	March & Sept. Jan. & July. May & Nov. March & Sept.	Boston. " " " " " "	1889 1890 1891 1892	.... .... .... ....
Central of L. I. (Flush., N.C. & C.): 1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	Chicago, Milwaukee and St. Paul: 1st Mort. (La Crosse Division.) 1st Mort. (Chic. and Mil. Div.) 1st Mort. (East. Div. Palmer.) 1st Mort. (Iowa and Minn. Div.) 1st Mort. (Minnesota Central.) 1st Mort. (St. Paul Division.) 1st Mort. (Iowa and Dak. Div.) 1st Mort. (Prairie du Chien Div.) 2d Mort. ( " )	1,315,000 6,800,000 2,500,000 .... 3,810,000 190,000 4,000,000 640,000 3,674,000 1,315,000	7 7 7 7 7 7 7 7 7.5	Jan. & July. Jan. & July. May & Nov. Jan. & July. " " " " " " Feb. & Aug. " "	New York. " " " " " " " " " " " " " " " "	1883 1903 1874 1897 1894 1902 1899 1898 1898	109 111 .... 106 .... 109 108 123 105
Central of New Jersey: Convertible bonds of 1872..... 1st Mort. (New) for \$5,000,000.... Newark Branch Bonds..... Loan of Loh. O. & Nav. Co. (and)	4,400,000 5,000,000 600,000 2,310,000	7 7 7 7	May & Nov. Feb. & Aug. Jan. & July. J. A. J. & O.	New York. " " " " Philadelphia.	1902 1890 1887 1897	106 114 .... 103	1st Mort. (Hast. and Dak. Div.) 1st Mort. (Mil. and Western).... 2d Mortgage..... Equipment and Bridge Bonds.... Consol. Mort. for \$35,000,000....	213,000 234,000 600,000 219,000 5,861,000	7 7 7 10 7	Jan. & July. Jan. & July. April & Oct. June & Dec. Jan. & July.	" " " " " " " " " "	1902 1891 1884 1883 1905	103 106 100 102 102
Central Ohio (B. and O.): 1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	106	Chicago and Northwestern: Preferred sinking fund (193 m.) General 1st Mortgage (193 m.) Funded coupons (193 m.) Appleton Ext. (23 m. & 75,000 ac.) Green Bay Ext. (26m & 75,000 a.) 1st Mort. (Gal. & Chi. U.) 248 m. Elgin and State Line..... Mississippi River Bridge..... 1st Mortgage (Peninsula)..... Consol. sfg fund (C. & N.W. R'y) General Consol. Gold Bonds.... 1st Mort. S. F. (Madison Exten.) 1st Mort. S. F. (Menominee Ext.) 1st Mort. (Chic. & Mil. R.W.) guar 1st Mort. (Bel. & Mad. R.R.) guar.	1,214,100 3,477,800 708,000 115,000 255,000 1,690,000 114,500 168,000 272,000 4,693,000 12,343,000 3,150,000 2,700,000 1,700,000 249,000	7 7 7 7 7 6 7 7 7 7 7 7 7 7 7	Feb. & Aug. " " May & Nov. Feb. & Aug. " " " " Jan. & July. " " March & Sept. F. M. A. & N. June & Dec. April & Oct. June & Dec. Jan. & July.	New York. "	1885 1885 1883 1885 1885 1882 1878 1884 1898 1894 1915 1902 1911 1911 1898	108 108 107 106 106 .... .... .... 115 116 107 .... .... .... ....
Charleston and Savannah: 1st Mortgage guar. by State..... Funded Interest on 1st Mort..... Charlotte, Columbia & Augusta: 1st Mortgage..... 2d Mortgage.....	505,000 167,400 1,810,500 500,000	6 7 7 7	March & Sept. " " Jan. & July. April & Oct.	Charleston. " " New York. Baltimore.	1877 1889 1895 ....	.... 71 ....	Chicago and Paducah (C. B. & Q.): 1st Mortgage \$25,000 p. m. gold. Chl., Pekin & Southw'n (C.B. & Q.) 1st Mortgage for \$10,000 per mile Chicago, Rock Island and Pacific: 1st Mortgage sfg. fund..... Branch Bonds Sinking Fund.... New Mort. bonds for \$12,500,000 Chl. & Southw'n (C. R. & Pac.) 1st Mort. gold, tax free, guar..... 1st Mortgage gold (Atchison Br.)	2,304,000 700,000 124,000 916,000 8,920,000	7 8 7 6 6	Jan. & July. Feb. & Aug. Jan. & July. Feb. & Aug. Jan. & July.	Boston. New York. " " " " " "	1903 1901 1896 1895 1917	.... .... .... 109 111
Chattanooga: 1st Mort., guar. by Penna..... Chesaw and Darlington: 1st Mortgage dated Jan. 1, 1871. 2d Mortgage dated Jan. 1, 1869. Cherry Valley, Sharon and Alb.: 1st Mort. con. guar. by A. & S. Co.	500,000 141,000 75,000 300,000	7 8 7 7	April & Oct. April & Oct. Jan. & July. June & Dec.	Philadelphia. Charleston. " " New York.	1901 1888 1888 1899	100 .... .... ....	Chillicothe and Brunswick: 1st Mort., guar. by St. L., K.C. & N. Cincinnati, and Baltimore: 1st Mort., guar. by B. & O. & M. & O. Cincinnati, Hamilton and Dayton: 1st Mortgage of 1863..... 2d Mortgage of 1865..... Consol. S. F. M. for \$3,000,000. Cincinnati, Ham. & Ind. (C. H. & D.) 1st Mort., guar. for \$2,500,000.... Cincinnati, Lafayette and Chi.: 1st Mortgage..... Consolidated Mortgage..... Cincinnati and Martinsville: 1st Mort., guar. by I. C. & La. F. Cincinnati & Muskingum Valley: 1st Mortgage..... Cincinnati, Richmond & Chicago: 1st Mortgage guar. by C. H. & D. 2d Mortgage	500,000 500,000 600,000 500,000 1,243,000 496,000 996,000 1,846,000 1,120,000 471,000 400,000 1,500,000 560,000 65,000	8 7 7 7 7 7 7 7 7 7 7 7 7 7 7	Jan. & July. Jan. & July. Jan. & July. Jan. & July. Jan. & July. Jan. & July. Jan. & July. Jan. & July. Jan. & July. Jan. & July. Jan. & July. Jan. & July. Jan. & July. Jan. & July.	Baltimore. New York. New York. New York. New York. New York. New York. New York. New York. New York. New York. New York. New York. New York. New York.	1900 1894 1900 1900 1890 1886 1905 1903 1903 1901 1914 1906 1901 1895 1889	96 .... .... .... 101 .... .... 103 103 75 1914 .... .... .... .... ....
Chesapeake and Ohio: 1st M. (gold) sfg fd for \$15,000,000 1st Mort. Extension (con. or reg) 1st Mort. (Va. Cen.) guar. by Va. 2d Mort. ( " ) coupon..... Income ( " ) coupon..... Funded Interest, coupon.....	15,000,000 5,426,900 100,000 902,000 300,000 160,500	6 6 6 6 6 8	May & Nov. Jan. & July. " " " " " " " "	New York. " " " " " " " " " "	1899 1902 1880 1884 1876 1877	81 .... .... .... .... ....	Cincinnati, Sandusky and Clev.: 1st Mortgage..... 1st Mort. (San. Day. & Cin.) S.F. 1st Mort. (San. City and Ind.) 1st Mort. (Col. Spring. & Cine.) Cincinnati and Springfield: 1st Mort. (guar. by U. C. C. & I.) 2d Mortgage..... Cincinnati, Wabash and Mich.: 1st Mortgage for \$16,000 p. m.... Olev., Col., Cin. & Indianapolis: 1st Mortgage sinking fund..... 1st Mort. (C. O. and C. R. R.) 1st Mort. (Bell. and Ind. R.R.) Consol. Mortgage for \$7,500,000. Olev. & Mahoning V. (A. & Gt. W.) 1st Mortgage, extended..... 3d (now 2d) Mort. (sfg fund) 1866 1st Mort. (Niles & New Lisbon) Nev., Mt. Vernon and Delaware: 1st Mortgage gold..... 1st Mort. (Columbus Extension) Income bonds.....	1,800,000 1,072,800 988,000 850,000 1,000,000 2,000,000 595,255 2,000,000 3,000,000 150,000 420,000 2,559,000 740,500 654,500 500,000 1,350,000 960,000 667,000	7 6 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	June & Dec. Feb. & Aug. March & Sept. " " Jan. & July. April & Oct. Jan. and July. Jan. and July. May & Nov. June & Dec. Jan. and July. June and Dec. Feb. and Aug. March & Sept. Jan. and July. Jan. & July. March & Sept. March & Sept.	New York. Boston. " " New York. " " " " " " " " New York. " " " " " " " " " " " " " " " " " "	1921 1890 1900 1897 1901 1901 1902 1891 1899 1899 1899 1911 1903 1876 1890 1900 1902 1905	.... 361 87 90 .... 63 .... 25 114 74-84 .... .... .... .... .... .... .... ....
Chester Creek (Phil. & Balt. Cent.): 1st Mort., guar. by P. W. & B. Chester and Tamarac: 1st Mortgage.....	185,000 680,000	6 7	Jan. & July. May & Nov.	Philadelphia. New York.	1903 1901	.... ....	1st Mort. (O. O. & Fox Rv.) guar. 1st Mort. (Peo. and Han.) guar. 1st Mort. (Quincy & Wab.) guar. 2d Mort. (Northern Cross) gold.	1,072,000 277,000 725,000 891,000	8 8 8 4	Jan. & July. " " " " " "	N.Y. & Bos. New York. N.Y. & Bos. Frankfort.	1900 1878 1890 1890	.... .... .... ....
Chicago and Alton: 1st Mortgage..... 2d Mortgage Income..... Consol. Bonds (\$200 atg. each). 1st Mort. (St. L. & C.) assumed 2d Mort. ( " ) 1st Mort. (Louisiana and Mo.)	2,400,000 1,100,000 4,279,550 564,000 183,000 1,361,000	7 7 6 7 7 7	Jan. & July. April & Oct. Jan. & July. April & Oct. Jan. & July. Feb. & Aug.	New York. " " London. New York. " " " "	1893 1883 1903 1894 1898 1900	116 106 .... 110 .... ....	Chicago and Burlington and Quincy: Trust Mortgage sfg fund..... Trust Mortgage sfg fund conv. Trust Mortgage (Burl. to Peoria) Loan of 1875..... Bonds of 1875, Sinking Fund.... Consol. Mortgage for \$30,000,000. 1st Mort. (Am. Cen. R.R.) guar. 1st Mort. (Oar. and Burl.) guar. 1st Mort. (Dix. Peo. & Han.) guar. 1st Mort. (Ill. Gr. Trunk) guar. 1st Mort. (Keok. & St. Paul) guar 1st Mort. (O. O. & Fox Rv.) guar. 1st Mort. (Peo. and Han.) guar. 1st Mort. (Quincy & Wab.) guar. 2d Mort. (Northern Cross) gold.	2,570,000 150,000 653,000 1,918,478 448,000 10,453,000 388,000 298,000 563,500 959,500 318,000 1,072,000 277,000 725,000 891,000	8 8 7 7 6 7 8 8 8 8 8 8 8 8 8 8 8	Jan. & July. April & Oct. Jan. & July. June & Dec. " " " " May & Nov. Jan. & July. April & Oct. " " Jan. & July. " " " " " " " "	New York. " " " " " " " " " " New York. " " " " Boston. " " N.Y. & Bos. New York. N.Y. & Bos. Frankfort.	1883 1883 1890 1896 1895 1903 1878 1879 1889 1890 1879 1900 1878 1890 1890	111 .... .... 114 63 116 .... .... .... .... .... .... .... .... .... ....
Chicago, Burlington and Quincy: Trust Mortgage sfg fund..... Trust Mortgage sfg fund conv. Trust Mortgage (Burl. to Peoria) Loan of 1875..... Bonds of 1875, Sinking Fund.... Consol. Mortgage for \$30,000,000. 1st Mort. (Am. Cen. R.R.) guar. 1st Mort. (Oar. and Burl.) guar. 1st Mort. (Dix. Peo. & Han.) guar. 1st Mort. (Ill. Gr. Trunk) guar. 1st Mort. (Keok. & St. Paul) guar 1st Mort. (O. O. & Fox Rv.) guar. 1st Mort. (Peo. and Han.) guar. 1st Mort. (Quincy & Wab.) guar. 2d Mort. (Northern Cross) gold.	2,570,000 150,000 653,000 1,918,478 448,000 10,453,000 388,000 298,000 563,500 959,500 318,000 1,072,000 277,000 725,000 891,000	8 8 7 7 6 7 8 8 8 8 8 8 8 8 8	Jan. & July. April & Oct. Jan. & July. June & Dec. " " " " May & Nov. Jan. & July. April & Oct. " " Jan. & July. " " " " " " " "	New York. " " " " " " " " " " New York. " " " " Boston. " " N.Y. & Bos. New York. N.Y. & Bos. Frankfort.	1883 1883 1890 1896 1895 1903 1878 1879 1889 1890 1879 1900 1878 1890 1890	111 .... .... 114 63 116 .... .... .... .... .... .... .... .... .... ....							
Chicago, Burlington and Quincy: Trust Mortgage sfg fund..... Trust Mortgage sfg fund conv. Trust Mortgage (Burl. to Peoria) Loan of 1875..... Bonds of 1875, Sinking Fund.... Consol. Mortgage for \$30,000,000. 1st Mort. (Am. Cen. R.R.) guar. 1st Mort. (Oar. and Burl.) guar. 1st Mort. (Dix. Peo. & Han.) guar. 1st Mort. (Ill. Gr. Trunk) guar. 1st Mort. (Keok. & St. Paul) guar 1st Mort. (O. O. & Fox Rv.) guar. 1st Mort. (Peo. and Han.) guar. 1st Mort. (Quincy & Wab.) guar. 2d Mort. (Northern Cross) gold.	2,570,000 150,000 653,000 1,918,478 448,000 10,453,000 388,000 298,000 563,500 959,500 318,000 1,072,000 277,000 725,000 891,000	8 8 7 7 6 7 8 8 8 8 8 8 8 8 8	Jan. & July. April & Oct. Jan. & July. June & Dec. " " " " May & Nov. Jan. & July. April & Oct. " " Jan. & July. " " " " " " " "	New York. " " " " " " " " " " New York. " " " " Boston. " " N.Y. & Bos. New York. N.Y. & Bos. Frankfort.	1883 1883 1890 1896 1895 190								



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$ 600,000	6	Jan. and July	New York.	1913	110 1/2	Detroit & Bay City (Mich. Cent.):	\$ 2,380,000	8	May and Nov.	New York.	1902	117 1/2
Construction and Equip. bonds.	1,096,000	7	"	"	1892	110 1/2	1st Mort. (\$424,000 guar.)	1,064,000	8	Jan. & July.	New York.	1891	118
4th (now 3d) Mortgage guar.	1,487,000	7	May & Nov.	"	1900	116	Detroit, Eel River and Illinois:	500,000	7	May and Nov.	"	1883	118
Consol. sinking fund guar.	1,000,000	7	Jan. & July.	New York.	1880	103 1/2	1st Mortgage for \$22,000 p.m.	1,170,000	8	June & Dec.	New York.	1907	118
Clev., Painesville & Ashtabula:	1,000,000	7	April & Oct.	"	1892	116	2d Mortgage	300,000	8	Jan. & July.	"	1881	118
Regist'd bds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	109 1/2	Detroit, Hillsdale and Indiana:	1,597,000	7	Jan. & July.	Boston.	1907	111 1/2
3d Mortgage	849,000	7	April & Oct.	"	1886	109 1/2	1st Mort. \$16,000 p. m. guar.	770,000	8	"	New York.	1889	118
Cleveland and Toledo:	1,595,000	7	Jan. & July.	New York.	1885	109 1/2	2d Mort.	81,000	8	May & Nov.	"	1890	118
2d Mortgage	849,000	7	April & Oct.	"	1886	109 1/2	Detroit, Lansing and Northern:	2,500,000	7	May & Nov.	New York.	1875	118
Celebrookdale:	584,700	6	June & Dec.	Philadelphia.	1898	43	1st Mortgage, (D. & M.R.R.)	1,000,000	8	"	"	1875	118
1st Mort. guar. by Ph. and Rdg	225,000	8	June & Dec.	Boston.	1890	110	2d Mortgage	625,924	7	Jan. & July.	"	1875	118
Colorado Central (3 ft. gauge):	1,500,000	7	April & Oct.	New York.	1908	60 1/2	1st Funded Coup. (D. & M.R.R.)	375,784	7	May & Nov.	"	1875	118
1st Mortgage	15,344,750	7	Feb. & Aug.	"	1900	24	2d Funded Coup.	150,000	7	April & Oct.	"	1878	118
Columbus, Chicago & Ind. Cent.:	5,582,400	7	"	"	1890	110	1st Mort. (Det. & Pontiac R.R.)	100,000	7	Jan. & July.	"	1878	118
1st Mortgage Consol. skg fund.	3,993,000	7	April & Oct.	"	1880	106 1/2	2d Mort.	250,000	6	Feb. & Aug.	"	1886	118
2d Mortgage skg fund.	461,000	7	Jan. & July.	"	1880	110	Bonds of Sept. 1, 1886.	110,000	7	March & Sept.	"	1886	118
Income convertible.	344,400	7	Feb. & Aug.	"	1880	110	Bonds of June 30, 1886.	1,704,217	6 1/2	Jan. & July.	"	1886	118
1st Mort. (Chic. and Gt. Eastern)	194,100	7	May & Nov.	"	1886	110	Detroit, Mon. & Tol. (L.S. & M.S.):	924,000	7	Feb. & Aug.	New York.	1906	112
2d Mort.	140,100	7	Jan. & July.	"	1880	110	1st Mortgage Aug. 1, 1888	563,300	8	Jan. & July.	New York.	1889	101
1st Mort. (Chic. and Chi. Air-L.)	39,550	7	May & Nov.	"	1886	110	Dubuque and Sioux City:	296,000	7	Jan. & July.	New York.	1883	104
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	110	1st Mortgage 2d division	686,000	7	"	"	1894	106
2d Mort.	821,000	10	May & Nov.	"	1904	110	Dubuque Southwestern:	450,000	7	April & Oct.	New York.	1883	110
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	110	1st Mortgage, preferred	75,500	7	Jan. & July.	"	1883	110
2d Mortgage (Ind. Central)	666,500	7	Jan. & July.	"	1882	110	Dunkirk, Allegheny Val. & Pittsb.:	1,200,000	7	June & Dec.	New York.	1900	110
1st Mort. (Tol. Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	110	1st Mortgage (gold)	1,500,000	7	Jan. & July.	New York.	1908	110
Income	74,024	7	"	"	1906	110	Dutchess and Columbia:	400,000	8	Jan. & July.	"	1890	110
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1906	110	1st Mortgage Jan. 1, 1888	140,000	7	Jan. & July.	Philadelphia.	1886	110
Columbus, Springfield and Cin.:	1,000,000	7	March & Sept.	New York.	1901	110	1st Mortgage, guaranteed	496,900	7	March & Sept.	Philadelphia.	1888	104
1st M. (assumed by Cin. S. & C.)	1,500,000	7	April & Oct.	New York.	1897	110	East Tennessee, Virginia & Ga.:	2,999,000	7	Jan. & July.	New York.	1900	99
Columbus and Hooking Valley:	300,000	7	Jan. & July.	"	1880	110	2d Mortgage	190,000	4	"	"	1882-87	110
1st Mortgage skg fund.	634,000	7	"	"	1892	110	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1884	110
Columbus and Xenia:	302,000	7	March & Sept.	New York.	1890	110	Endorsed Bonds (East T. & Va.)	92,000	6	Jan. and July.	"	1886	110
Connecticut and Passumpsic Riv.:	1,263,500	7	April & Oct.	Boston.	1893	107	Company Bonds (K.T. & Ga., old)	835,000	6	"	"	1870	110
New Mortgage for \$1,500,000	123,000	7	June & Dec.	"	1891	100 1/2	Company Bonds (K.T. & Ga., new)	135,400	6	"	"	1870	110
Coupon Notes	400,000	6 1/2	Jan. & July.	"	1889	83 1/2	Eastern (Mass.):	194,400	6	March & Sept.	Boston.	1896	90
1st Mort. (Massachusetts) guar. gold	1,000,000	7	Jan. & July.	New York.	1901	110	1st Mort. (Essex R.R.) assumed.	100,000	7	"	"	1887	110
Connecticut River:	1,000,000	7	Jan. & July.	New York.	1901	110	Loan of 1867	100,000	7	"	"	1887	110
1st Mortgage skg fund.	1,000,000	7	Jan. & July.	New York.	1901	110	Loan of 1868	100,000	6	May & Nov.	"	1889	110
Connecticut Valley:	1,000,000	7	Jan. & July.	New York.	1901	110	Loan of 1869	100,000	6	"	"	1882	110
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	110	Ten year coupon notes	100,000	7	"	"	1882	110
Connecticut Western:	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	20	Ten year coupon notes	100,000	7	"	"	1882	110
1st Mortgage tax free	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	20	Sinking Fund Bonds	3,049,500	6	May & Nov.	"	1884	110
Connecting (Philadelphia):	991,000	6	March & Sept.	Philadelphia.	1,234	112	Sterling Sink. Fd. Bonds	12,673,000	3 1/2	March & Sept.	London.	1893	69 1/2
1st Mort. ABD & E \$200,000 each	100,000	7	March & Sept.	New York.	1889	110	Certif. of Indeb. Sept. 1, 1876	12,673,000	3 1/2	"	Boston.	1900	69 1/2
Cooperstown and Susq. Valley:	100,000	7	March & Sept.	New York.	1889	110	Eastern Shore (Md.):	400,000	6	Jan. & July.	Philadelphia.	1880	110
1st Mortgage	95,000	7	Jan. & July.	New York.	1902	110	1st Mortgage	200,000	6	April & Oct.	"	1886	110
2d Mortgage	100,000	7	May & Nov.	"	1882	110	Elizabethtown and Paducah:	3,000,000	8	March & Sept.	New York.	1890	110
Cowanesque Valley:	95,000	7	Jan. & July.	New York.	1902	110	1st Mortgage convertible	1,000,000	7	Jan. & July.	Philadelphia.	1880	106
2d Mortgage	100,000	7	May & Nov.	"	1882	110	Income Mortgage guaranteed	570,000	5	April & Oct.	"	1892	79
Cumberland & Penn. (Consol. Coal):	803,500	6	March & Sept.	New York.	1891	110	Erie Railway:	2,483,000	7	May & Nov.	New York.	1897	118 1/2
1st Mortgage	648,000	6	May & Nov.	"	1888	110	2d Mortgage	2,174,000	7	March & Sept.	"	1879	112 1/2
Cumberland Valley:	161,000	8	April & Oct.	Philadelphia.	1904	110	3d Mortgage	4,852,000	7	"	"	1883	106
1st Mortgage	109,500	8	"	"	1908	110	4th Mortgage convertible	2,987,000	7	April & Oct.	"	1880	106
Plain bonds	81,800	6	"	"	1884	110	5th Mortgage convertible	709,500	7	June and Dec.	"	1888	114
Danbury and Norwalk:	100,000	7	Jan. & July.	New York.	1880	110	Buffalo Branch, 1st mortgage	182,900	7	Jan. & July.	"	1901	110
Mortgage Bonds of 1870	200,000	7	"	"	1890	110	Sterling loan (\$1,000,000) conv.	4,457,714	6 1/2	March & Sept.	London.	1878	110
Mortgage Bonds of 1872	200,000	7	"	"	1892	110	1st Consol. Mort. for \$20,000,000	12,076,000	7	"	NY & London.	1920	104
Danv., Hazleton & Wilkesbarre:	1,400,000	7	April & Oct.	Philadelphia.	1887	40	2d Consol. Mort. for \$40,000,000	14,400,000	7	June and Dec.	London.	1894	110
1st Mortgage	300,000	7	"	"	1888	110	Convertible bonds	10,000,000	7 1/2	J. A. J. and O.	London.	1903	110
Danv., Urb., Bloom'gton & Pekin:	2,000,000	7	April & Oct.	New York.	1909	110	Erie and Pittsburg (Penn.):	292,200	7	Jan. & July.	New York.	1882	110
1st Mortgage	2,000,000	7	April & Oct.	New York.	1911	110	1st Mortgage	92,800	7	April & Oct.	"	1890	110
Davenport and St. Paul:	3,000,000	7	April & Oct.	New York.	1911	110	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1898	104
1st Mort. gold skg fd \$20,000 p.m.	1,846,000	7	Jan. & July.	New York.	1881	110	Equipment Mortgage	760,000	7	April & Oct.	"	1890	110
Dayton and Michigan (O.H. & D.):	428,000	7	March & Sept.	"	1884	110	European & N. American (Me.):	1,000,000	6	Jan. & July.	Boston.	1894	110
1st Mortgage sinking fund guar.	351,000	7	April & Oct.	"	1888	110	Bangor City Bonds (1st m. 55 m.)	2,000,000	6 1/2	March & Sept.	New York.	1899	110
2d Mortgage, guar.	105,500	7	March & Sept.	"	1886	110	1st L.M. & 1st on 59, & 2d on 55m)	302,000	7	Jan. & July.	New York.	1887	110
Toledo Depot bonds guar.	140,000	7	March & Sept.	New York.	1879	110	1st Mortgage (100 m.)	636,000	7	May & Nov.	"	1887	110
Dayton and Union:	136,000	7	June & Dec.	"	1879	110	1st Mort. (Rockville Extension)	147,000	7	Feb. & Aug.	"	1880	110
1st Mortgage, registered	252,445	6	"	"	1879	110	Evansville, Terre Haute & Chi.:	775,000	7 1/2	May & Nov.	New York.	1900	110
2d Mortgage	142,000	7	March & Sept.	New York.	1881	110	Fall River, Warren & Prov. (B. & P.):	200,000	7	Jan. & July.	Providence.	1882	110
Income Bonds	495,000	6 1/2	Jan. & July.	"	1906	110	1st Mortgage	500,000	7	April & Oct.	Boston.	1894	112 1/2
Dayton and Western (L. M. R.R.):	142,000	7	March & Sept.	New York.	1881	110	Bonds of 1877	500,000	6	"	"	1897	107 1/2
1st Mortgage (assumed)	495,000	6 1/2	Jan. & July.	"	1906	110	Flint and Pere Marquette:	2,210,000	8	March & Sept.	New York.	1888	110
1st Mortgage	500,000	8	March & Sept.	New York.	1901	110	1st Mort. Land Gr. (3d series)						



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida													
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1899	....	Huntingdon and Broad Top Mt.:	\$					
Flushing, North Shore and Cent.:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	114
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1899	....	2d Mortgage.....	367,500	7*	Feb. & Aug.	"	1896	104
2d Mort. ( " )	400,000	7	"	"	1900	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1896	30
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Illinois Central:						
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	..
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, \$500,000....	2,500,000	6*	"	London.	1895	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, Sinking Fund..	4,393,000	5*	"	"	1903	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	"	1880	....	Sterling Bonds, \$200,000....	1,000,000	5*	June & Dec.	"	1905	....
Fonda, Johnstone & Gloversville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	113
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1899	42 1/2	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indianapolis, Blooming. & West:						
2d Mortgage.....	500,000	8	"	"	1896	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	34
Framingham and Lowell:							1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	92	2d Mortgage.....	1,500,000	8	"	"	1890	2
2d Mortgage.....	100,000	8	"	"	1883	89	Indianapolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:						
Fromont, Vikhorn & Mo. (S.C. & P.):							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage.....	600,000	7	April & Oct.	"	1901	31	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
Galena & Chic. Union (C. & N.W.):							International and Gt. Northern:						
1st Mortgage.....	1,092,000	7	Feb. & Aug.	New York.	1892	104 1/2	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	78
Galv., Harrisburg & San Antonio.							Convertible B'ds ( " )	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	1st Mortgage (Hous. & Gt. N.R.R.)	4,211,000	7	Jan. & July.	"	1900	74
Galveston, Houston & Henderson:							Convert. B'ds ( " )	1,677,000	8	Feb. & Aug.	"	1892	22
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	88 1/2	Indianapolis, Cin. and Lafayette:						
Geneva, Ithaca and Athens:							1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage, s.f. 3d, guar. ....	600,000	7*	Jan. and July.	New York.	1890	....	1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
Georgia (and Banking):							Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-'83	....
Company bonds (debentures)...	630,000	7	Jan. & July.	Augusta	75-'90	....	Equipment Bonds, registered...	375,000	10	"	"	1883	86 1/2
Illman, Clinton & Springfield:							1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....	1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	2d Mort. ( " ) guar.	1,497,000	7	Jan. & July.	"	77-'82	....
Coshen and Deckertown (Erie):							Indianapolis and St. Louis:						
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	63
Grand Rapids & Indiana:							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	104	2d Mortgage.....	1,000,000	7	"	"	1900	....
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	85	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	....
Grand River Valley (Mich. C.):							Ionia and Lake (D. L. & L.M.):						
1st Mort., assumed by Lessees...	1,000,000	8	Jan. & July.	New York.	1886	101	1st Mortgage, s.f. 3d, guar. ....	770,000	8	Jan. & July.	New York.	1890	110
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	94	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
Grand Trunk (Ca.):							Iowa Falls and Sioux City:						
Equipment Bonds \$500,000....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,900,000	7	April & Oct.	New York.	1917	106 1/2
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	Iowa Midland (C. & N. W.):						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	113 1/2
1st Preference Bonds \$2,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	Ironton (Penn.):						
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1876	....
3d Preference Bonds \$2,163,910	35,319,580	4*	"	"	"	....	Ithaca and Athens (Penn.):						
Provincial Debenture \$2,111,500	15,567,500	....	"	Ottawa.	....	....	1st Mortgage gold, s.f. fund....	600,000	7*	Jan. & July.	New York.	1890	107
Great Western of Canada:							Jackson, Lansing & Saginaw (MO):						
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1885	....
Mortgage Bonds \$547,000.....	2,735,000	6 1/2	April & Oct.	"	77-'78	....	1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	"	1890	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	2,01,000	8	March & Sept.	"	1891	....
Debenture Bonds \$1,743,160...	8,716,900	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1859:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	103 1/2	Jacksonville, Pennac. and Mobile:						
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	81 1/2	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	"	1900	....	Jamestown & Frank. (L.S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	376,766	7	"	"	81-'86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	95
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. ( " )	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)...	1,386,000	7*	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	83	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.):							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	100	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	280,000	7	"	"	1892	76	1st Mortgage (Ridgely Park)...	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
1st Mortgage.....	1,500,000	6	Jan. & July.	New York.	87-'94	105	1st Mortgage s.f. fund guar....	336,000	8	Jan. & July.	New York.	1882	106 1/2
Missouri State Loan.....	1,500,000	6	"	"	87-'88	....	Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	"	"	87-'88	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia	1882	105 1/2
Fifteen years' bonds (277 m.)...	4,000,000	6	March & Sept.	"	1885	106 1/2	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	103 1/2
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	Junction and Breakwater:						
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	113 1/2	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
General Land Mortgage (277 m.)	....	7	April & Oct.	"	1888	....	Kalamazoo, Allegan & Gr. Rapids:						
Harlem Extension:							1st Mort., assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	Kalamazoo and Schoolcraft:						



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			When.	Where.						When.	Where.			
Kansas Pacific:							Louisville, Cin. and Lexington:							
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	114	Bonds to State of Kentucky...	74,519	6	Jan. & July.	New York.	Perp.	...	
1st Mort. (2d Div. 253.94 m.) gold	4,083,000	6*	June & Dec.	"	1896	115	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	"	1897	...
1st M. (3d Div. 244.66m. & 3.0' 0.000a)	8,411,000	7*	May & Nov.	N. Y. L. & F.	1899	103	2d Mortgage for \$1,000,000.....	378,000	8	April & Oct.	"	"	1900	...
1st Mort. (1,000,000 acres).....	187,000	7*	March & Sept.	N. Y. & St. Lo.	'71-'78		Louisville Loan.....	100,000	6	Jan. & July.	"	"	1881	...
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	100	1st Mort. (Louisville & Frankt)	39,000	6	"	"	"	'73-'78	...
2d Mort. ( " ) gold.....	1,600,000	7*	March & Sept.	"	1886	40	1st Mort. (Louis., Cin. and Lex.)	21,000	6	April & Oct.	"	"	1902	...
1st Mort. (Leavenworth Branch)	600,000	7*	May & Nov.	N. Y. & St. Lo.	1896	42	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	"	1881	...
2d Mortgage (Gov't Subsidy)....	6,203,000	6	Jan. & July.	U. S. Treas.	'95-'97		Louisville and Nashville:							
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	31	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1885	99	
Kent County (Del.)							Mort. main office lot & buildin.	80,000	7	"	Louisville.	1893	...	
1st Mortgage for \$500,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	...	1st Mort. (Leb. Br. Ext. 73.2m.)	98,000	7	"	"	'90-'96	...	
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	...	
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	...	1st Mort. (Mump. & Clarksv. Br.)	2,899,710	6*	Feb. & Aug.	"	1902	...	
3d Mortgage.....	237,000	7	June & Dec.	"	1885	...	Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	110	
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	'86-'87	...	
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	90	Louisville Loan (Lebanon Br.)...	225,500	6	May & Nov.	"	1896	...	
Funded Interest.....	254,300	8	"	"	1884	...	Louisv. Loan (Leb. Br. Exten.)	323,000	6	April & Oct.	Louisville.	1893	99	
Keokuk and St. Paul (C.B. & Q.):							Louisv. N. A. & St. Lo. Air-Line:	2,875,000	7*	Jan. & July.	New York.	1892	...	
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100	1st Mortgage gold, \$25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	...	
La Crosse, Trempealeau & Prescott:							Macon and Augusta:							
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	...	1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	...	
Laf. Blooming. & Miss. (T.W. & W.)							1st Mortgage not endorsed.....	100,000	7	"	"	1887	...	
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	...	
Laf. Muncie & Bloom. (T.W. & W.)							Macon and Brunswick.							
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	...	
Lake Erie and Louisville:							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	...	
1st Mortgage .....	1,092,000	7	April & Oct.	New York.	1892	...	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	...	
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	...	Equipment Mortgage.....	150,000	7	"	"	1879	...	
Lake Ontario Shore:							Madison and Portage:							
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	...	1st Mort., guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	...	
Lake Shore & Michigan South'n:							Maine Central:							
Sinking Fund Mortgage.....	888,000	7	April & Oct.	New York.	1879	...	Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	99	
Consol. Mort., S.F., Reg'd'd.	7,925,000	7	J. A. J. & O.	"	1900	117	\$1,100,000 Loan, tax free.....	750,900	6	Jan. & July.	"	1898	91	
Consol. Mort., S.F., Coup'tr.	9,208,000	7	Jan. & July.	"	1900	117	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	...	
2d Consol. Mort. for \$25,000,000.	9,208,000	7	June & Dec.	"	1903	109	1st Mort. (Belfast & Mooshead)	150,000	7*	May & Nov.	Belfast & Bos't.	1890	...	
Bonds of 1892 (Reg. & Coupon)	3,234,000	7	April & Oct.	"	1892	...	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98	
Lake Shore Dividend Bonds.....	1,893,000	7	"	"	1899	114	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1896	...	
Reg. Mort. (Olev. Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	...	Consol. (Port. & Kennebec) Loan	1,168,700	6	"	Boston.	1896	93	
2d Mort. ( " ) " " "	1,000,000	7	April & Oct.	"	1892	...	2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1879	...	
1st Mort. (Mich. S. & Nor. Ind.)	6,256,000	7	May & Nov.	"	1886	...	1st Mort. (Londs & Farington)	633,000	6	Jan. & July.	"	1901	...	
2d Mort. ( " ) " " "	1,599,000	7	"	"	1877	...	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	...	
1st Mort. (Cleveland & Toledo)	819,000	7	Jan. & July.	"	1886	...	Manchester & Framing. (B.C. & F.)	200,000	7	Jan. & July.	Boston.	1890	95	
2d Mort. ( " ) " " "	200,000	7	April & Oct.	"	1886	...	1st Mortgage, guaranteed.....	1,050,000	7*	Feb. & Aug.	London.	1891	87	
Mort. Bonds (Buffalo and Erie)	300,000	7	Jan. & July.	"	1882	...	1st Mortgage, Sterling.....	2,450,000	7	"	Baltimore.	1891	93	
Mort. Bonds ( " ) " " "	300,000	7	March & Sept.	"	1886	...	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	95	
1st M. (Det't, Monroe & Toledo)	924,000	7	April											



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B. O. R. & N.Y.)	\$ 150,000	7*	Jan. & July.	New York.	1911	86	N.O., Jack. & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.							2d Mortgage for \$3,000,000	1,600,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							New Orleans, Mobile and Texas:						
1st Mort. gold, skg fd & tax free	20,000 pm	7*	Jan. & July.	Detroit.	1890	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
Mississippi Cent. (N.O. St. L. & Chi.):							1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
1st Mortgage	1,012,500	7	May & Nov.	New York.	74-'84	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
2d Mortgage	2,000,000	8	Feb. & Aug.	"	1886	....	New York, Boston and Montreal:						
General Mort. for \$3,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	1st Mortgage for \$12,250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
Mississippi, Ouachita & Red Riv.:							New York & Canada (D. & H.C.):	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage gold	2,040,000	7*	Jan. & July.	"	1900	....	1st Mort. for \$800,000, guar.	14,500	6	May & Nov.	"	1883	105
Mississippi and Tennessee:							New York Central & Hudson R.:	6,632,906	6	May & Nov.	New York.	1883	....
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....	Debt Certificates (N. Y. Cent.)	74,500	6	May & Nov.	"	1883	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....	Bonds for R. & N. F. stk	592,000	6	"	"	1883	104
Mississippi Valley and Western:							Bonds for R. R. Stocks	162,000	6	"	"	1883	103
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for Real Estate	2,391,300	6	June & Dec.	"	1887	107
Missouri, Iowa and Nebraska:							Bonds of 1854 renewed	1,794,000	7	"	"	1885	110
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	"	1910	....	Bonds of 1871, tax free	1,950,000	7	April & Oct.	"	1891	....
Missouri, Kansas and Texas:							1st Mort., coup. } for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	121
1st Mort. (U. Pac. S. Br.) skg fund	2,615,000	6*	Jan. & July.	New York.	1899	....	1st Mort., reg'd	9,783,333	6*	"	London.	1903	....
1st Mort. (Tebbo & Neosho) S. F.	349,000	7*	June & Dec.	"	1903	....	New York and Harlem:						
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	54	Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
First Additional Consol. Mort.	2,500,000	7	"	"	1905	....	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	123
Second Add. Consol. Mort.	1,182,000	7	"	"	1906	23	Consol. Mort. of 1872, reg...		7	"	"	1900	124
Third Additional Consol. Mort.	600,000	7	"	"	1905	....	New York Elevated:						
Missouri River, Ft. Scott & Gulf:							1st Mortgage	7,000,000	7	Jan. & July.	New York.	1906	106
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	83	N. York, Housatonic & Northern:						
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
Mobile and Girard							New York, Kingston & Syracuse:						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mort. for \$4,000,000	2,500,000	7*	Jan. & July.	New York	1902	..
2d Mort. end. by Cent. R.R. of Ga.	500,000	8	"	New York.	1889	....	New York, N. Haven & Hartford:						
Plain bonds	35,500	8	"	Savannah.	1887	....	1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
Mobile and Montgomery:							New York and New England:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st mortgage, old	400,000	7	March & Sept.	Boston.	1884	....
2d Mortgage	800,000	8	"	"	1900	....	1st mortgage, new	8,000,000	7*	Jan. & July.	New York.	1894	....
Mobile and Ohio:							2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
1st Mortgage Sterling	5,686,000	8*	May & Nov.	Mo. & Lond.	1883	....	2d Mortgage non-convertible	1,500,000	7	"	"	1896	....
Interest bonds	1,524,300	8	"	"	1883	76-'83	3d Mort., Equipment	3,800,000	7	.....	"	....	
Sterling Interest bonds	769,920	8	"	London.	1883	....	1st Mort., (West. Extension)	2,425,000	7	.....	"	....	
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	Consolidated Mortgage	1,200,000	7	.....	"	....	
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	1877	....	New York, Providence & Boston:						
2d Mortgage	1,453,858	7*	March	"	1877	....	Extension Bonds	50,900	6	May & Nov.	New York.	78-'81	....
Consol. Mort. for \$15,000,000	977,530	8	Jan. & July.	N.Y. & Lond.	1904	....	General Mort. for \$1,000,000	1,000,000	7	Jan. & July.	"	1899	118
Convertible 9 per cent. bonds	977,530	8	M. J. S. & D.	New York.	....	....	Norfolk & Petersburg (A.M. & O.):						
Montclair (N. Y. and O. Mid.):							1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....	1st Mortgage	157,000	7	"	"	1877	95
2d Mortgage	780,000	7	"	"	....	....	2d Mortgage	464,000	8	"	Norfolk.	1893	93
Income Mortgage	888,400	7	"	"	....	....	North Carolina:						
Montgomery and Erie (Erie):							1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
1st Mortgage	127,800	7	May & Nov.	New York.	1888	....	North Eastern (S. Car.):						
2d Mortgage	47,000	7	April & Oct.	"	1887	....	1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
Montgomery and Kufala:							2d Mortgage	232,500	8	"	"	1899	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Missouri (St. L., K.C. & N.):						
1st Mortgage not endorsed	330,000	8	June and Dec.	"	1900	....	1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	112
Monticello and Port Jarvis:							North Pennsylvania:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
Morris and Essex (D. L. & W.):							2d Mortgage	1,500,000	7	May & Nov.	"	1896	116
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	120	General Mortgage	2,035,000	7	Jan. & July.	"	1903	113
2d Mortgage	3,000,000	7	Feb. & Aug.	"	1891	107	North Shore (Punah, N.S. & Cent):						
Convertible bonds	384,000	7	Jan. & July.	"	1900	87	1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Construction bonds	873,000	7	Feb. and Aug.	"	1889	86	Northern Central:						
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	104	1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Special Mortgage	1,025,000	7	"	"	....	....	2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	107
Consol. Mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	94	3d Mortgage Coupon	1,128,000	6	April & Oct.	Phila. & Balt.	1900	107
Nashville, Chattanooga & St. Louis:							Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	100
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	74-'83	....	Mortgage registered	205,000	6*	April & Oct.	"	1900	....
2d Mort. (Heta by U. S. Gov.)	1,000,000	4	"	"	81-'91	....	Consol. Gen. Mort. S. F. Coup.	2,538,000	6*	Jan. & July.	Lond. & Balt.	1904	....
3d Mortgage	4,700,000	7	"	"	1913	97	Consol. General Mort. Coupon	1,635,000	6*	"	"	1894	....
Nashville and Decatur (L. & Nash):							Second General Mort. coupon	3,000,000	6	"	Baltimore.	1923	37
1st Mortgage sinking fund, guar.	1,000,000	7	Jan. & July.	New York.	1900	103	Second General Mort. coupon	1,000,000	6	"	"	1923	....
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....	Northern New Jersey (Erie):						
Nashua and Lowell							1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey O	1873	....
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	103	Northern Pacific:						
Newark & New York (U. of N.J.):							1st Mort. on R.R. & lands gold	4,000,000	7.5*	Jan. & July.	New York.	1900	88
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	Northwestern Virginia:						
Newark, Somerset & Stratsville:							2d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98	Northwestern Union (O. & N.W.):						
New Bedford:							1st Mortgage	3,500,000	*	March & Sept.	New York.	1917	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	Norwich & Worcester (B.H. & R.):						
New Issue for \$300,000	400,000	7	"	"	1894	105	1st Mort. Mass. Loan, skg. fd.	400,000	*	Jan. & July.	Boston.	1877	....
New Haven and Derby:							Construction Bonds	400,000	*	March & Sept.	"	1897	....
1st Mortgage	625,000	7	Various.	New Haven.	98-'00	....	Nyack and Northern:						
New H., Middlet'n & Willman:							1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....	Ogdensburg and Lake Champlain:						
2d Mortgage	2,000,000	7	"	"	1881	....	Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1873	94
New Haven and Northampton:							Equipment Mortgage	300,000	8	"	"	1879	94
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Sinking Fund Bonds	394,000	8	March & Sept.	"	1890	96
Convertible bonds, tax free	750,000	6	April & Oct.	"	70-'82	....	Ohio and Mississippi:						
Holyoke and Westfield bonds	200,000	7	"	"	1891	....	Consolidated Mort. Bonds	3,067,000	7				



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):							Philadelphia, Wilmington & Balt:						
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	84	Mortgage Loan, convertible.....	262,000	6	Jan. & July.	Phila. & Bost.	1884	108 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	108
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	106 1/2
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	" "	" "	1900	106
1st Mortgage.....			F. M. A. & N.		1896	....	Pickering Valley (Phila. & Rdg):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	83
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	113 1/2	Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.).....	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,960,000	7 1/2	April & Oct.	New York.	...	....	1st Mort. (Steub. & Ind.) conv.....	2,000,000	6	Monthly.	New York.	1884	....
Osage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	101 1/2
1st Mortgage (5-20 years).....	300,000	10	Jan. & July.	New York.	1884	....	Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	" "	1913	...
Oshkosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	122 1/2
Oswego and Rome (E. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	...
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	...
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	...
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	...
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	...
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	800,000	7	Jan. & July.	" "	1912	121 1/2
1st Mortgage guar. by C. R. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	112 1/2	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	" "	1912	...
Owensboro' and Russellville:							2d Mortgage (Series I).....	800,000	7	March & Sept.	" "	1912	...
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series J).....	800,000	7	April & Oct.	" "	1912	...
Pacific of Missouri:							2d Mortgage (Series K).....	800,000	7	May & Nov.	" "	1912	...
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	104 1/2	2d Mortgage (Series L).....	800,000	7	June & Dec.	" "	1912	...
2d Mortgage sinking fund.....	2,550,000	7	Jan. & July.	" "	1891	104 1/2	2d Mortgage (Series M).....	800,000	7	Jan. & July.	" "	1912	110
3d Mortgage.....	4,000,000	7	May & Nov.	" "	1885	....	Construction bonds of Jan. 1, '70	2,000,000	7	April & Oct.	" "	1912	...
St. Louis County Debt.....	700,000	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	...
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	...
Paduach and Memphis:							Pittsburg, Wash'ton & Baltimore:						
1st Mortgage gold for \$2,805,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	106
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	...
General Mortgage, stg £597,800.	2,903,308	7 1/2	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	...
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	" "	Baltimore.	1883	...
1st Mortgage gold, S. F.....	1,300,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,000,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	...
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	...	Port Huron and Lake Michigan:						
Pekin, Linc. & Decatur (T. W. & W.):							1st Mortgage gold, for \$1,800,000.	1,300,000	7 1/2	May & Nov.	New York.	1899	...
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogdensburg (Me. & N. H.):						
Pemberton & Hights. (U. O. of N.J.):							1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	...
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,500,000.	749,000	6 1/2	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S. F.) 1st series	1,800,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	...	1st Mortgage gold, for \$2,500,000.	1,200,000	6 1/2	May & Nov.	N. Y. & Bost.	1891	46
1st Mortgage gold (S. F.) 2d series	2,000,000	7 1/2	" "	" "	1900	...	Portland and Oxford Central:						
2d Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	...	1st Mortgage of 1888.....	250,000	6	Jan. & July.	Portland.	1883	...
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harris'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	104 1/2	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	...
General Mortgage.....	19,999,700	8	J. A. J. & O.	Philadelphia.	1910	11 1/2	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	...
General Mortgage, registered.	29,145,000	6 1/2	Jan. & July.	London.	1905	103	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" "	1891	...
Consolidated Mortgage.....	4,327,823	5	April & Oct.	Philadelphia.	1877-90	...	Port Royal (S. C.):						
State lien for \$7,500,000, skg fd							1st Mortgage gold, skg fd.....	2,000,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	...
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R. R.	500,000	7 1/2	" "	" "	1890	...
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort., guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1893	73 1/2
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poukeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free.....	644,500	7 1/2	Jan. & July.	New York.	1910	...
Pennsylvania & New York (L. V.):							2d Mortgage.....	78,000	7	" "	" "	...	...
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	116	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	...	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	102 1/2
Peoria & Bureau Val. (C. R. L. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	...	...
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	...	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1892	...
1st Mortgage, traffic guarantee.....	277,000	8	Jan. & July.	Boston.	1878	100 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	...
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv. & tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	91
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free.....	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	...	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	113 1/2
2d Mortgage.....	160,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg):							1st Mort., Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	95
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	76	2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	...
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	1879-98	84 1/2	1st Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	...
2d Mortgage.....	500,000	8	" "	" "	1902	...	2d Mortgage.....	150,000	7	" "	" "	1887	...
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	...
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	...
Philadelphia and Baltimore Cent:							1st Mortgage (Glenn's Falls).....	128,000	7	Jan. & July.	" "	1894	...
1st Mortgage (Penn. Div. 3d m.)	800,000	7	Jan. & July.	Philadelphia.	1879	...	Consol. Mort. for \$2,000,000.....	1,768,500	7	May and Nov.	" "	1921	119
1st Mortgage (Md. Div. 4th m.)	300,000	6	" "	" "	1891	...	New Gen'l Mort. for \$5,000,000.	1,092,000	6 1/2	" "	" "	...	...
2d Mortgage (Pa. & Md. 4th m.)	400,000	7	" "	" "	1900	...	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund.....	600,000	6	Jan. & July.	Richmond.	1880	...
1st Mort. (Sunbury & Erie 4th m.)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	116	Virginia State guar. bonds.....	157,300	6	" "	" "	1875	...
1st Mortgage.....	5,000,000	6	" "	" "	1881	106 1/2	1st Mort. (Feldmont Branch).....	500,000	6	" "	" "	1888	...
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	107	1st Mort. (Northwestern, N. C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	1875-90	83
General Mort. for \$20,000,000.....	7,652,000												



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.							When.	Where.		
Saginaw Valley and St. Louis:								South Carolina:						
1st Mortgage.....	344,000	8	May & Nov.	Saginaw.	1892	....		1st Mortgage Sterling.....	1,482,667	5	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:								1st Mortgage (L.) currency.....	1,051,500	7	" " "	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....		2d Mort. for \$3,000,000.....	1,265,500	7	April & Oct.	"	1902	....
2d Mort. ( " ).....	17,500	6	" " "	"	1879	....		Domestic (I) Bonds.....	1,054,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....		Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:								South Georgia and Florida:						
1st Mort. (E. D.) gold tax free.....	1,500,000	8	Feb. & Aug.	N. Y. & Lond.	1899	....		1st Mort. assumed by Atl. & Gulf	454,000	7	May & Nov.	New York.	1888	....
1st M. (W.D.) land grant, g'd tax fr	5,600,000	8	" " "	"	1900	....		2d Mort. " " " " "	200,000	7	" " "	"	1889	....
Joseph and St. Louis:								South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....		1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:								2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....		South and North Alabama:						
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	111		1st Mort. endor. by Ala. gold...	391,000	8	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	81		Sterling Mort., guar. by L. & N.	2,108,000	6	May & Nov.	London.	....	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	44		South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E)	1,700,000	7	" " "	"	1894	....		1st Mortgage gold, assumed.....	7,194,500	6	Jan. & July.	New York.	1888	94
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....		South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:								1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	102
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	110		South Side, Va. (A., M. and O.):						
2d Mort. ( " ).....	6,000,000	7	May & Nov.	"	1897	66		1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	105
1st Mort. L.G. (Arkansas Br.)	2,500,000	7	June & Dec.	"	1897	....		2d preferred bonds.....	621,000	8	" " "	"	'84-'90	76
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7	" " "	"	1897	....		3d preferred bonds.....	452,500	6	" " "	"	'84-'90	65
Consolidated Mortgage.....	1,500,000	7	" " "	"	1899	....		Southern Central (N.Y.):						
St. Louis, Jacksonville & Chicago:								1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage.....	2,920,000	7	April & Oct.	New York.	1894	....		2d Mortgage.....	600,000	7	March & Sept.	"	1882	108
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....		Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:								1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	101		Southern of L. L.:						
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1895	98		1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
St. Louis, Lawrence and Denver:								2d Mort., S. S. Fund.....	1,500,000	7	May & Nov.	"	1900	17
1st Mort. guar. by Atl. and Pac.	1,020,000	6	Jan. & July.	New York.	1901	....		Southern Minnesota:						
St. Louis and South Eastern:								1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....		2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" " "	"	1896	....		Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....		1st Mortgage gold for \$28,000,000.	11,000,000	6	April & Oct.	New York.	....	95
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....		Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):								1st Mortgage gold.....	625,000	7	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....		2d Mortgage gold.....	88,000	7	" " "	"	1880	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....		South Western (Cen. of Ga.):						
2d Mortgage, (B.) convertible.....	1,000,000	7	" " "	"	1898	....		Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Louis and San Francisco:								1st Mortgage (Muscooke) conv.....	300,000	7	" " "	"	'72-'76	....
2d Mortgage A for \$500,000.....	319,840	6	May & Nov.	New York.	1900	70		Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000...	4,959,142	2	" " "	"	1900	40		1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:								1st Mortgage not endorsed.....	198,370	7	" " "	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....		Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	....		1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....		Springfield & Illinois S. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7	May & Nov.	London.	....	....		1st Mortgage gold, tax free.....	3,400,000	7	Feb. & Aug.	New York.	1899	....
2d M. (do.) R.R. & Lands.	8,500,000	7	" " "	"	....	....		2d Mortgage gold, tax free.....	446,000	7	April & Oct.	"	1900	....
General Mortgage for \$15,000,000								Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:								1st Mortgage gold, skg fund.....	500,000	7	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....		Staten Island:						
Salem (West Jersey):								1st Mortgage.....	200,000	7	Jan. & July.	New York.	1888	56
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....		Stanstead, Shefford and Chamblay:						
Salem and Lowell (B. & L.):								1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
1st Mortgage.....	228,000	6	Feb. & Aug.	Boston.	1878	80		Sullivan (Central Verm.):						
Sand., Mansfield & Newark (B. & O.)								2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91		Sullivan and Erie:						
Saratoga & Whitehall (R. & S.):								1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....		Summit Branch:						
Savannah, Albany & Gulf (A. & G.)								1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	96
Sectional Mort.....	318,000	7	Jan. & July.	New York.	Var.	....		Sunbury and Lewiston:						
Savannah and Charleston:								1st Mortgage gold.....	1,200,000	7	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1880	....		Income Mort. gold.....	200,000	6	" " "	"	1891	....
State guaranteed (G. & B.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....		Suspens. Bridge & Erie Junc. (E.):						
Funded Interest bonds, guar.....	111,800	7	" " "	New York.	1880	....		1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
Savannah, Griffin & North Ala.:								Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....		1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1900	....
Savannah and Memphis:								2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	106
1st Mort., gold, endor. by State.	16,000pm	8	May and Nov.	New York.	1890	....		Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.)								1st Mort. gold, for \$500,000.....	500,000	7	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7	Jan. & July.	New York.	1900	....		Tebo and Neosho (M. K. & T.):						
Schoolcraft & Three R. (L.S. & M.S.):								1st Mortgage gold, skg fund.....	1,163,000	7	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....		Terre Haute & Indianapolis:						
Seaboard and Roanoke:								1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....		Bonds of 1873 for \$1,600,000.....	516,000	7	" " "	"	1894	....
Selma and Gulf:								Texas and Pacific:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....		1st Mortgage, 8,000 per mile.....	3,552,000	6	Mar. & Sept.	N.Y., Ph. Lon.	1905	99
Selma, Marion and Memphis:								Consolidated Mortgage.....	7,548,000	6	June & Dec.	"	1905	77
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1880	....		Income and Land Grant.....	7,704,228	7	July.	N. Y. & Phil.	1915	32
Selma, Rome and Dalton:								Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....		1st Mortgage.....	1,500,000	7	Jan. and July.	"	1906	50
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....		Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" " "	"	1881	....		1st Mortgage (Eastern Div.).....	1,000,000	7</				



## AMERICAN RAILROAD BOND LIST.

The Letter (e) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$9,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	103 1/2
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	103
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. ".....	300,000	6	"	"	1890	103
2d Mortgage.....	200,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	104
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	90
Convertible Bonds.....	645,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	110
Troy, Salem & Rutland (R. & B.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6 1/2	Jan. and July.	New York.	1890	103 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	100 1/2
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	100
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,231,000	6 1/2	Jan. & July.	N. Y. & Bos.	'96-'99	108	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,145,000	7	Apr. and Oct.	"	1887	112	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subdly).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	108	West Jersey:						
3d Mortgage Sinking Fund.....	14,045,000	8	March & Sept.	New York.	1894	108 1/2	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	80
Omaha Bridge Bonds Sterling.....	2,225,000	8 1/2	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	106
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	6 1/2	May and Nov.	New York.	1896	....	1st Mort. (Swedenboro') guar.....	200,000	6	June & Dec.	Camden.	....	98
2d Mortgage (Gov. subdly).....	1,000,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	100
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	100
1st Mortgage gold, skg fund.....	3,220,000	6 1/2	Jan. & July.	New York.	1890	....	West Wisconsin:						
Union & Titusville (P., T. & Buff.):							1st Mort. land gr., gold skg fund	3,900,000	7 1/2	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	38	1st Mort. (Southern Extension).	640,000	7 1/2	"	"	1902	....
United N. J. R. R. & Canal Cos.:							White Water Valley:						
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	108	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan \$300,000 (U. Co's)	1,844,000	5 1/2	"	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan \$300,000 (U. Co's)	1,800,000	6 1/2	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund (U. Co's)	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	London.	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3d to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1890	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$202,000 (C. & A.)	1,310,000	6 1/2	Feb. and Aug.	London.	1890	....	1st Mortgage.....	3,900,000	7	June & Dec.	Baltimore.	1900	98
Loan of 1883 (Camden & Amby)	1,700,000	6	"	Philadelphia.	1883	108 1/2	Wilmington and Reading:						
Loan of 1889 (U. Co's)	866,000	6	June & Dec.	Princeton.	1889	108 1/2	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48
Mortg. Loan (U. Co's)	5,000,000	6	May and Nov.	Philadelphia.	1889	111	2d Mortgage coupon or regis.....	1,700,000	7	Jan. and July.	"	1902	10
Loan of 78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6 1/2	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7 1/2	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7 1/2	Jan. and July.	New York.	1896	101
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7 1/2	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	106
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	102
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,375,000	7 1/2	June & Dec.	"	1916	....
1st Mortgage, Sterling.....	1,500,000	7 1/2	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent., See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,900	7 1/2	Jan. and July.	Boston.	1901	15
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104 1/2	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	112	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1883	167	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various	"	'81-'87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	....
General 2d series (blue).....	850,000	7	"	"	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1896	99 1/2
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	215,000	8	Jan. and July.	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	71
Vineland:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	6 1/2	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	48
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	Delaware Division (L. C. & N.):						
2d Mortgage.....	990,000	6	"	"	1884	20 1/2	1st Mortgage, guaranteed.....	900,000	6	Jan. & July.	Philadelphia.	1893	98
3d Mortgage.....	990,000	6	March & Sept.	"	1900	104 1/2	Delaware and Hudson:						
Registered Certificates.....	94,111	8	Jan. and July.	"	1875	....	1st Mort. 1st series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	97
Funded Interest.....	226,900	8	"	"	1880	....	reg. 2d series, Jan. 1, 1871	5,000,000	7	"	"	1891	97
Wallkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	100
1st Mortgage gold, tax free.....	810,500	7 1/2	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Convertible Debentures.....	41,550	6	"	"	1882	....
Warren & Franklin (P. T. & B.):							Convertible Loan, gold.....	771,000	6 1/2	March & Sept.	"	1894	93
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	86	1st Mortgage, registered.....	5,381,963	6	J. A. J. & O.	"	1884	108
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	107
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Mortgage (equip.) Loan, gold.....	4,658,500	6 1/2	June & Dec.	"	1897	97 1/2
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,115,000	7	"	"	1911	70
1st Mortgage.....	150,000	6 1/2	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
Washington City, Va. Mid. & Gt. So.:							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,450,000	7	Jan. and July.	Baltimore.	1882	55	Monongahela Navigation:						
2d Mort. (O., Alex. & Manassas)	850,000	7	"	"	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	91	Morris (and Banking):						
2d Mort. ".....	1,200,000	6	Jan. and July.	"	1875	85 1/2	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. ".....	600,000	8	May and Nov.	"	1873	39	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	100 1/2
4th Mort. ".....	700,000	8	March & Sept.	"	1880								



## RAILROAD SHARE LIST, INCLUDING MILEAGE, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

Not occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running date (—) signifies "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "t."

Abstract of General Balance Sheet.										Operations.		Earnings.		Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Property and Assets.					Liabilities.					Railroad Operated.		Trains Moved.		Passenger.		Freight.		Tons.		Gross.		Net.		Dividends.		Par.		p.c.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
Rolling Stock.					Accounts and Cash.					Stocks.					Bonds.					Accounts.					Surplus Income.					Freight.					Gross.					Net.					Dividends.					Par.					p.c.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

The asterisk (\*) occurring in the column headed "Boiling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Dec. 31, 1876	82.0	5.0	4	146	St. Louis, Keokuk and Northwestern. Mo.	2,550,000.		
Jan 20, 1876	254.0	21.4	21.0	80	14	7	877	St. Louis, Rock Island & Chicago.



1900		1901		1902		1903		1904		1905		1906		1907		1908		1909		1910		1911		1912		1913		1914		1915		1916		1917		1918		1919		1920		1921		1922		1923		1924		1925		1926		1927		1928		1929		1930		1931		1932		1933		1934		1935		1936		1937		1938		1939		1940		1941		1942		1943		1944		1945		1946		1947		1948		1949		1950		1951		1952		1953		1954		1955		1956		1957		1958		1959		1960		1961		1962		1963		1964		1965		1966		1967		1968		1969		1970		1971		1972		1973		1974		1975		1976		1977		1978		1979		1980		1981		1982		1983		1984		1985		1986		1987		1988		1989		1990		1991		1992		1993		1994		1995		1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038		2039		2040		2041		2042		2043		2044		2045		2046		2047		2048		2049		2050		2051		2052		2053		2054		2055		2056		2057		2058		2059		2060		2061		2062		2063		2064		2065		2066		2067		2068		2069		2070		2071		2072		2073		2074		2075		2076		2077		2078		2079		2080		2081		2082		2083		2084		2085		2086		2087		2088		2089		2090		2091		2092		2093		2094		2095		2096		2097		2098		2099		2100		2101		2102		2103		2104		2105		2106		2107		2108		2109		2110		2111		2112		2113		2114		2115		2116		2117		2118		2119		2120		2121		2122		2123		2124		2125		2126		2127		2128		2129		2130		2131		2132		2133		2134		2135		2136		2137		2138		2139		2140		2141		2142		2143		2144		2145		2146		2147		2148		2149		2150		2151		2152		2153		2154		2155		2156		2157		2158		2159		2160		2161		2162		2163		2164		2165		2166		2167		2168		2169		2170		2171		2172		2173		2174		2175		2176		2177		2178		2179		2180		2181		2182		2183		2184		2185		2186		2187		2188		2189		2190		2191		2192		2193		2194		2195		2196		2197		2198		2199		2200		2201		2202		2203		2204		2205		2206		2207		2208		2209		2210		2211		2212		2213		2214		2215		2216		2217		2218		2219		2220		2221		2222		2223		2224		2225		2226		2227		2228		2229		2230		2231		2232		2233		2234		2235		2236		2237		2238		2239		2240		2241		2242		2243		2244		2245		2246		2247		2248		2249		2250		2251		2252		2253		2254		2255		2256		2257		2258		2259		2260		2261		2262		2263		2264		2265		2266		2267		2268		2269		2270		2271		2272		2273		2274		2275		2276		2277		2278		2279		2280		2281		2282		2283		2284		2285		2286		2287		2288		2289		2290		2291		2292		2293		2294		2295		2296		2297		2298		2299		2300		2301		2302		2303		2304		2305		2306		2307		2308		2309		2310		2311		2312		2313		2314		2315		2316		2317		2318		2319		2320		2321		2322		2323		2324		2325		2326		2327		2328		2329		2330		2331		2332		2333		2334		2335		2336		2337		2338		2339		2340		2341		2342		2343		2344		2345		2346		2347		2348		2349		2350		2351		2352		2353		2354		2355		2356		2357		2358		2359		2360		2361		2362		2363		2364		2365		2366		2367		2368		2369		2370		2371		2372		2373		2374		2375		2376		2377		2378		2379		2380		2381		2382		2383		2384		2385		2386		2387		2388		2389		2390		2391		2392		2393		2394		2395		2396		2397		2398		2399		2400		2401		2402		2403		2404		2405		2406		2407		2408		2409		2410		2411		2412		2413		2414		2415		2416		2417		2418		2419		2420		2421		2422		2423		2424		2425		2426		2427		2428		2429		2430		2431		2432		2433		2434		2435		2436		2437		2438		2439		2440		2441		2442		2443		2444		2445		2446		2447		2448		2449		2450		2451		2452		2453		2454		2455		2456		2457		2458		2459		2460		2461		2462		2463		2464		2465		2466		2467		2468		2469		2470		2471		2472		2473		2474		2475		2476		2477		2478		2479		2480		2481		2482		2483		2484		2485		2486		2487		2488		2489		2490		2491		2492		2493		2494		2495		2496		2497		2498		2499		2500		2501		2502		2503		2504		2505		2506		2507		2508		2509		2510		2511		2512		2513		2514		2515		2516		2517		2518		2519		2520		2521		2522		2523		2524		2525		2526		2527		2528		2529		2530		2531		2532		2533		2534		2535		2536		2537		2538		2539		2540		2541		2542		2543		2544		2545		2546		2547		2548		2549		2550		2551		2552		2553		2554		2555		2556		2557		25	
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## Lawrence &amp; Co.

Combination is strength. The union of many small sums into one grand capital is the plan by which Messrs. Lawrence & Co., have been so successful. In no other way can the man of moderate means stand equal with the millionaires of Wall street. By this plan the cost of operating is shared by many, thus reducing the risk. Small sums have yielded the largest profits. \$100 has often produced \$1,000. In this way fortunes are being constantly made from moderate investments. The profits are divided every 30 days pro rata among the investors. See the card of Messrs. Lawrence & Co., Bankers, in another column.

## Mining.

**FINDLEY.**—71½ ounces of amalgam for the first week of this month and 77 for the second week were the results of the respective cleansups for these dates. The prospects are regarded as highly satisfactory.

**PLUMAS NATIONAL QUARTZ.**—Major Rogers has received the following from President Bidwell under date of March 20: "Powattain at the mine. We have been snowed in two weeks—no communication—mine is looking well. Shaft ore is looking very rich."

**KESLER MINE.**—Messrs. Wolff Brothers of 44 Exchange Place have received advices from Mr. Lantis at the mine that a large body of very rich ore has been struck and is now being worked. The indications are that it is continuous and will raise the permanent average working value of the mine considerably above the figures first issued by the Trustees. Messrs. Wolff report that they are making large subscription sales of the stock at six dollars per share.

**ROCKER MINE.**—We learn from Mr. King at the office of the company 33 Broad Street that as soon as the season opens, a large force will be added to the labor now employed on the property.

**SILVER NUGGET OF ARIZONA.**—It is proverbial that large bodies move slowly but when they do move there is no stopping them. Those interested in the development of this handsome property will be gratified to learn that private subscriptions have already absorbed the larger part of the stock and that the declaration of a dividend will be the first intimation to the general public that work on the mine is being pushed. When Mr. Chilson, the original locator and discoverer of the mine, came to this city about three months ago he brought with him a large quantity of ore taken from the main vein of the mine. Much of this, and amongst it many of the richest specimens were given away by him to his friends. Forty-six pounds of the remainder of the ore, were handed over to Messrs. S. F. Clouser & Co., of 43 Centre street to have the silver extracted by their new process for reducing ores. This was on Saturday last. In considerably less than two hours from the time Messrs. Clouser received the ore they handed over as the result of the operation 94 ounces and 4 penny weights of silver. This gives an average of considerably over 4,000 ounces to the ton. Captain Dahlgren with Messrs. Cooper, Chilson, Minear, Leland and others watched the process from beginning to end and expressed themselves well satisfied with the procedure and its result. Mr. Chilson has already realized over

\$60,000 from ore of a similar character taken from the Silver Nugget mine and is confident that there is an abundance more in it of equal richness.

**RANDOLPH MINE OF VIRGINIA.**—Some remarkable results have recently been obtained from the reduction of a quantity of sulphurets taken from this mine, indicating the presence of a far greater quantity of gold than had been previously supposed. The managers, with commendable prudence, decline to publish the facts until they have had a large body of the ore reduced at the mine. This will soon be done and there is little doubt that the result will far exceed the highest expectations of those who are only aware of the modest claims that have hitherto been made of the productiveness of the property.

## Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of February:

	1879.	
	Month.	Year to date.
Gross receipts:		
Railroad traffic....	\$825,154 23	\$2,536,527 37
Canal traffic.....	1,223 46	9,000 80
Steam colliers.....	51,487 76	156,849 58
Richmond coal barges .....		14,859 14

Total Railroad Co..	\$877,865 45	\$2,716,736 34
Reading Coal & Iron Company .....	551,896 06	1,558,092 05

Total of all.....	\$1,429,261 51	\$4,274,828 39
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## Tonnage and passengers:

Tons of coal on railroad.....	519,001 06	1,343,868 11
Tons of merchandise.....	221,869 07	722,378 04
Passengers carried.....	418,656	1,427,118

Coal transported by steam colliers.....	44,086 00	122,350 00
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## Tons of coal mined:

By Coal and Iron Co....	260,001 01	682,236 05
By tenants.....	86,681 10	228,754 02

Total mined from lands owned and controlled by Co. & from leasehold estates.....	346,682 11	910,990 07
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	1878.	
	Month.	Year to date.
Gross receipts:		
Railroad traffic....	\$482,238 39	\$2,229,441 64
Canal traffic.....	571 05	17,707 64
Steam colliers.....	42,600 65	168,366 95
Richmond coal barges .....		17,877 86

Total Railroad Co..	\$525,410 09	\$2,503,394 09
Reading Coal and Iron Co. ....	319,060 35	1,479,063 35

Total of all....	\$844,470 44	\$3,982,457 44
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## Tonnage and passengers:

Tons of coal on railroad.....	173,462 01	1,052,512 15
Tons of merchandise.....	237,282 13	714,784 08
Passengers carried.....	399,057	1,462,688

Coal transported by steam colliers.....	44,114 00	141,618 00
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## Tons of coal mined:

By Coal and Iron Co..	65,680 18	524,445 07
By tenants.....	28,017 01	173,133 07

Total mined from lands owned and controlled by Co. and from leasehold estates.....	93,727 19	697,578 14
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The earnings of the Bangor and Piscataquis Railroad for the year ending December 31, 1878, were \$75,703.31, the expenditures \$41,807.75, and the net earnings \$33,895.56.

## Philadelphia Stock Exchange.

Closing Prices for the week ending Mar. 25.

	W. 19.	Th. 20.	F. 21.	Sat. 22.	M. 23.	Tu. 24.	W. 25.
Allegheny Val. 7 3-10s.....	29	29	29	29	29	29	29
7s, Income.....	29	29	29	29	29	29	29
Camden & Am. 6s, 1883.....	42	42	42	42	42	42	42
6s, 1889.....	44	44	44	44	44	44	44
Mort. 6s, 1889.....	105	105	105	105	105	105	105
Camden and Atlantic.....	105	105	105	105	105	105	105
Preferred.....	105	105	105	105	105	105	105
1st mortgage.....	105	105	105	105	105	105	105
2d mortgage.....	105	105	105	105	105	105	105
Catawissa.....	105	105	105	105	105	105	105
Preferred.....	105	105	105	105	105	105	105
New preferred.....	105	105	105	105	105	105	105
7s, new.....	105	105	105	105	105	105	105
Del. & Bound Brook.....	105	105	105	105	105	105	105
7s.....	105	105	105	105	105	105	105
Elmira & Williamsport.....	105	105	105	105	105	105	105
Preferred.....	105	105	105	105	105	105	105
7s.....	105	105	105	105	105	105	105
Hunt. & B. Top Mt.....	105	105	105	105	105	105	105
Preferred.....	105	105	105	105	105	105	105
2d mortgage.....	105	105	105	105	105	105	105
Lehigh Navigation.....	15	15	15	15	15	15	15
6s, 1884.....	104	104	104	104	104	104	104
Gold Loan.....	93	93	93	93	93	93	93
Railroad Loan.....	93	93	93	93	93	93	93
Conv. Gold Loan.....	93	93	93	93	93	93	93
Lehigh Valley.....	35	34	34	34	34	34	34
6s, new, coupon.....	111	111	111	111	111	111	111
6s, new, registered.....	111	111	111	111	111	111	111
7s.....	116	116	116	116	116	116	116
Consol. mort. 6s.....	102	102	102	102	102	102	102
Little Schuylkill.....	41	41	41	41	41	41	41
Minehill & Sch. Haven.....	48	48	48	48	48	48	48
North Pennsylvania.....	35	35	35	35	35	35	35
1st mortgage 6s.....	116	116	116	116	116	116	116
2d mortgage 7s.....	116	116	116	116	116	116	116
Gen'l mort. 7s, coup.....	113	113	113	113	113	113	113
Gen'l Mort. 7s, reg.....	113	113	113	113	113	113	113
Northern Central.....	113	113	113	113	113	113	113
Pennsylvania R. R. ....	34	34	34	34	34	34	34
1st mortgage.....	104	104	104	104	104	104	104
Gen'l mortgage.....	111	111	111	111	111	111	111
Gen'l mort. reg.....	103	103	103	103	103	103	103
Consol. mort. 6s.....	102	102	102	102	102	102	102
Penn. & N.Y. Canal 7s.....	116	116	116	116	116	116	116
Penn. State 6s, 3d series.....	102	102	102	102	102	102	102
do. 3d series.....	108	108	108	108	108	108	108
do. 5s, new.....	113	113	113	113	113	113	113
Philadelphia City, 6s.....	115	115	115	115	115	115	115
6s, new.....	115	115	115	115	115	115	115
Phila. and Reading.....	12	12	12	12	12	12	12
Debtenture bonds.....	12	12	12	12	12	12	12
7s, of 1893.....	12	12	12	12	12	12	12
7s, new convertible.....	103	103	103	103	103	103	103
Gen'l mortgage 7s.....	103	103	103	103	103	103	103
Gen'l mortgage, reg.....	103	103	103	103	103	103	103
Philadelphia and Erie.....	7	7	7	7	7	7	7
1st mortgage, 6s.....	101	101	101	101	101	101	101
2d mortgage, 7s.....	101	101	101	101	101	101	101
Pittab., Cin. & St. L. 7s 100.....	101	101	101	101	101	101	101
Pittab., Titusv. & Bud.....	26	26	26	26	26	26	26
7s.....	26	26	26	26	26	26	26
Schuylkill Navigation.....	90	90	90	90	90	90	90
Preferred.....	90	90	90	90	90	90	90
6s, 1872.....	90	90	90	90	90	90	90
6s, 1882.....	90	90	90	90	90	90	90
6s, 1896.....	132	132	132	132	132	132	132
United Co. of N. Jersey.....	11	11	11	11	11	11	11
Hestonville, (Horse), 11.....	11	11	11	11	11	11	11
Chestnut & Wal. (do.).....	11	11	11	11	11	11	11
German town (do.).....	11	11	11	11	11	11	11
Green and Cones (do.).....	11	11	11	11	11	11	11
Lombard & 8th (do.).....	11	11	11	11	11	11	11
2d and 3d streets (do.).....	11	11	11	11	11	11	11
Spruce and Pine (do.).....	11	11	11	11	11	11	11
15th and 16th sts (do.).....	11	11	11	11	11	11	11

## Baltimore Stock Exchange.

Closing Prices for the week ending Mar. 25.

	W. 19.	Th. 20.	F. 21.	Sat. 22.	M. 23.	Tu. 24.	W. 25.
Baltimore and Ohio .. 95	95	95	95	95	95	95	95
6s, 1880.....	95	95	95	95	95	95	95
6s, 1885.....	95	95	95	95	95	95	95
Central Ohio.....	95	95	95	95	95	95	95
1st mortgage.....	95	95	95	95	95	95	95
Marietta & Cincinnati.....	95	95	95	95	95	95	95
1st mortgage, 7s.....	35	35	35	35	35	35	35
2d mortgage, 7s.....	14	14	14	14	14	14	14
3d mortgage, 8s.....	14	14	14	14	14	14	14
Northern Central.....	100	100	100	100	100	100	100
2d mortgage, 6s 1885.....	100	100	100	100	100	100	100
3d mortgage, 6s, 1900.....	100	100	100	100	100	100	100
6s, 1900, Gold.....	100	100	100	100	100	100	100
Orange and Alex. 1st.....	55	55	55	55	55	55	55
2d mortgage, 6s.....	55	55	55	55	55	55	55
3d mortgage, 8s.....	55	55	55	55	55	55	55
4th mortgage, 8s.....	55	55	55	55	55	55	55
O., Alex. & Manassas 7s.....	55	55	55	55	55	55	55
Pittab. & Connelley 7s 100.....	55	55	55	55	55	55	55
Virginia 6s, Consol.....	55	55	55	55	55	55	55
Consol. Coupons.....	89	89	89	89	89	89	89
Deferred Certificates.....	89	89	89	89	89	89	89
Western Maryland.....	89	89	89	89	89	89	89
1st M., end. by Balt.....	89	89	89	89	89	89	89
2d M., do.....	89	89	89	89	89	89	89
3d M., do.....	89	89	89	89	89	89	89
1st M., unendorsed.....	89	89	89	89	89	89	89
2d M., end. Wash. Co.....	89	89	89	89	89	89	89
2d Mort., preferred .. 90	89	89	89	89	89	89	89
City Passenger R. R.....	89	89	89	89	89	89	89



## New York Stock Exchange.

Closing Prices for the week ending Mar. 28.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26.
Adams Express.....	106	105	105	105	105	105
Albany and Susq.....	81	81	81	81	81	81
1st mortgage.....	81	81	81	81	81	81
2d mortgage.....	81	81	81	81	81	81
American Express.....	49	49	47	47	47	47
Atlantic & Pacific Tel. 3 1/2x	35	35	35	35	35	35
Burl. O. R. & Nor.....	29	29	29	29	29	29
1st mortgage 5s.....	72	72	72	72	72	72
Canada Southern.....	61	61	60	59	58	60
1st mortgage guar.....	78	78	77	77	77	77
Central of N. Jersey.....	37	37	37	36	36	36
1st mortgage 1890.....	114	114	114	114	114	114
7s, consolidated.....	114	114	114	114	114	114
7s, convertible.....	114	114	114	114	114	114
Central Pacific 6s, gold 108	108	107	108	108	108	108
1st M. (San Joaquin) 7s	99	99	99	99	99	99
1st M. (Cal. and Or.) 9s	99	99	99	99	99	99
Land grant 6s.....	99	99	99	99	99	99
Chicago and Alton.....	79	79	79	78	78	78
Preferred.....	108	108	108	108	108	108
1st mortgage.....	110	110	110	110	110	110
Sinking Fund.....	110	110	110	110	110	110
Chic., Burl. & Quincy 113	114	113	113	114	113	113
7s Consol. 1903.....	117	117	117	117	117	117
8s, 1883.....	117	117	117	117	117	117
Chic., Mil. and St. Paul 38	38	38	38	38	38	38
Preferred.....	83	83	81	81	82	82
1st mortgage, 7 3/4-10s.....	123	123	123	123	123	123
2d mortgage, 7 3/4-10s.....	109	109	109	109	109	109
7s, gold.....	109	109	109	109	109	109
1st M. (La Crosse div.).....	109	109	109	109	109	109
1st M. (L. and M. div.).....	109	109	109	109	109	109
1st M. (L. and D. div.).....	109	109	109	109	109	109
1st M. (H. and D. div.).....	109	109	109	109	109	109
1st M. (C. & M. div.).....	109	109	109	109	109	109
Consolidated S. F. 102	102	102	102	102	102	102
Chic. & Northwestern 6s	85	85	85	85	85	85
Preferred.....	85	85	85	85	85	85
1st mortgage.....	108	108	108	108	108	108
Sinking Fund.....	108	108	108	108	108	108
Consolidated 7s.....	108	108	108	108	108	108
Consol. Gold bonds 106	106	106	106	106	106	106
Do. reg.....	106	106	106	106	106	106
Chic., Rock Isl. & Pac 130	129	129	129	130	130	130
7s, 1890.....	129	129	129	129	129	129
6s, S. F. 111	111	111	111	111	111	111
6s, 1917.....	111	111	111	111	111	111
Clev., Col., C. and Ind. 41	40	40	39	39	40	40
1st mortgage.....	114	114	114	114	114	114
Clev. & Pittsburg guar. 91	90	90	90	90	90	90
7s, Consolidated.....	115	115	115	115	115	115
4th mortgage.....	115	115	115	115	115	115
Clev., P. and Ash. 7s.....	115	115	115	115	115	115
7s, new.....	115	115	115	115	115	115
Col., Ohl., & Ind. Cent.....	61	61	61	61	61	61
1st mortgage.....	61	61	61	61	61	61
2d mortgage.....	61	61	61	61	61	61
Del. & Hudson Canal. 40	39	40	39	38	38	38
Reg. 7s, 1891.....	97	97	97	97	97	97
Reg. 7s, 1884.....	97	97	97	97	97	97
7s, 1894.....	101	100	100	100	100	100
Del., Lack. & Western. 46	45	46	45	45	45	45
2d mortgage 7s.....	45	45	45	45	45	45
7s, Convertible.....	45	45	45	45	45	45
7s, Consol. 1907.....	106	106	106	106	106	106
Erie Railway.....	24	24	24	23	24	24
Preferred.....	44	44	44	44	44	44
1st mortgage.....	102	102	102	102	102	102
2d mortgage.....	102	102	102	102	102	102
3d mortgage.....	102	102	102	102	102	102
4th mortgage.....	102	102	102	102	102	102
5th mortgage.....	102	102	102	102	102	102
7s, Consol.....	104	104	104	104	104	104
Great Western 1st mort.....	81	81	81	81	81	81
2d mortgage.....	81	81	81	81	81	81
Hannibal & St. Joseph 15	15	15	15	15	15	15
Preferred.....	43	42	42	42	43	43
8s, Convertible.....	106	106	106	106	106	106
Illinois Central.....	80	80	80	80	80	80
Kansas Pacific.....	20	20	19	19	19	19
Lake Shore & Mich. So. 70	70	70	69	69	70	70
Consol. 7s.....	109	109	109	109	109	109
Consol. 7s, reg.....	109	109	109	109	109	109
2d Consolidated.....	110	109	109	109	109	109
Lake Shore Div. bonds.....	72	72	72	72	72	72
Leh. & W. B. 7s, Con. 74	104	111	113	110	110	110
Long Dock bonds.....	98	98	98	98	98	98
L'ville & Nash. 7s Cons 110	104	111	113	110	110	110
Metropolitan El. 1st M. 96	96	96	96	96	96	96
Michigan Central.....	84	85	83	82	84	84
7s, 1902.....	116	116	116	116	116	116
8s, 1883, S. F. 112	112	112	112	112	112	112
M. S. and N. F. 1st, S. F. 110	110	110	110	110	110	110
Morris and Essex.....	83	82	82	82	83	83
1st mortgage.....	120	120	120	120	120	120
2d mortgage.....	101	104	104	104	104	104
7s of 1871.....	101	104	104	104	104	104
7s, Convertible.....	101	104	104	104	104	104
7s, Consolidated.....	113	113	113	113	113	113
N. Y. Cent. & Hud. Riv 114	113	113	113	113	113	113
7s, Sinking fund, 1876.....	105	105	105	105	105	105
8s, Sinking fund, 1883.....	105	105	105	105	105	105
8s, Sinking fund, 1887 107	107	107	107	107	107	107
1st mortgage.....	121	121	121	121	121	121
1st mortgage reg.....	121	121	121	121	121	121
N. Y. Elevated.....	107	107	107	107	107	107
1st mortgage.....	105	105	105	105	105	105
N. York and Harlem.....	105	105	105	105	105	105
Preferred.....	123	123	123	123	123	123
1st mortgage.....	124	124	124	124	124	124
1st mortgage, reg.....	124	124	124	124	124	124

## New York Stock Exchange.

Closing Prices for the week ending Mar. 28.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26.
New Jersey.....	135	135	135	135	135	135
N. Y., N. Haven & Hart 16	167	167	167	167	167	167
North Missouri 1st M.....	101	101	101	101	101	101
Ohio and Mississippi.....	101	101	101	101	101	101
Preferred.....	32	32	32	32	32	32
2d mortgage.....	60	60	60	60	60	60
Consolidated 7s.....	106	106	106	106	106	106
Consol. Sinking fund.....	106	106	106	106	106	106
Pacific Mail S. S. Co. 12	12	12	12	12	12	12
Pacific R. R. of Mo.....	104	104	104	104	104	104
1st mortgage.....	104	104	104	104	104	104
2d mortgage.....	104	104	104	104	104	104
Panama.....	130	130	130	130	130	130
Pitts., Ft. W. & Chi. 106	106	106	106	106	106	106
1st mortgage.....	123	123	123	123	123	123
2d mortgage.....	123	123	123	123	123	123
3d mortgage.....	123	123	123	123	123	123
Pullman Palace Car.....	80	80	80	80	80	80
Quicksilver Mining Co. 12	12	12	12	12	12	12
Preferred.....	35	35	35	35	35	35
St. Louis & San Fran.....	61	61	61	61	61	61
Preferred.....	8	8	8	8	8	8
1st Preferred.....	17	17	17	17	17	17
St. L., Alton and T. H.....	18	18	18	18	18	18
Preferred.....	10	10	10	10	10	10
1st mortgage.....	10	10	10	10	10	10
2d mort. preferred.....	10	10	10	10	10	10
Income bonds.....	10	10	10	10	10	10
St. L., Iron Mt. & S. 14	14	14	14	14	14	14
1st mortgage.....	110	110	110	110	110	110
2d mortgage.....	110	110	110	110	110	110
St. L., Jack. & Chi. 1st.....	8	8	8	8	8	8
St. L., Kan. City & N. 8	8	8	8	8	8	8
Preferred.....	32	32	32	32	32	32
Tol., P. & War. 1st E. D.....	32	32	32	32	32	32
1st mort. West. Div.....	107	107	107	107	107	107
Union Pacific.....	73	70	70	69	71	71
1st mortgage.....	108	108	108	108	108	108
Land Grant 7s.....	112	112	112	112	112	112
Sinking Fund 8s.....	108	108	108	108	108	108
United States Express 48	48	48	48	48	48	48
Wabash.....	19	19	19	20	20	20
1st mortgage.....	104	104	104	104	104	104
2d mortgage.....	81xc	81xc	81xc	81xc	81xc	81xc
7s, Consolidated.....	64xc	64xc	64xc	64xc	64xc	64xc
St. Louis Division.....	85xc	85xc	85xc	85xc	85xc	85xc
Wells-Fargo Express.....	100	99	99	99	99	99
Western Pacific bonds.....	104	104	104	104	104	104
Western Union Tel.....	104x	103x	103x	103	104	104
7s, S. F. conv., 1900.....	112	112	112	112	112	112

## Boston Stock Exchange.

Closing Prices for the week ending Mar. 28.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26.
Atch., Top. and San. Fe 103	103	104	104	104	104	104
1st mortgage.....	111	111	111	111	111	111
2d mortgage.....	111	113	114	114	114	114
Land Grant 7s.....	111	111	111	111	111	111
Income 8s.....	111	111	111	111	111	111
Boston and Albany.....	133	133	132	132	132	132
7s, reg.....	118	118	118	118	118	118
6s, 1895.....	109	109	109	109	109	109
Boston and Lowell.....	70	70	70	70	70	70
7s.....	111	111	111	111	111	111
Boston and Maine.....	111	111	111	110	111	111
Boston and Providence.....	112	112	112	112	112	112
Boston, Hart. & Erie 7s 33	33	34	34	34	34	34
Burl. & Mo. R. L. G. 7s.....	113	113	113	113	113	113
Burl. & Mo. R. in Feb. 119	118	119	117	117	117	117
6s, exempt.....	113	113	113	113	113	113
Ohl., Burl. and Quincy 112	114	113	113	113	114	114
7s.....	114	114	114	114	114	114
6s, new.....	95	95	95	95	95	95
Ctn., Sand. and Clev. 4	4	4	4	4	4	4
Concord (\$50).....	104	104	104	104	104	104
Connecticut River.....	133	133	133	133	133	133
Eastern.....	101	11	104	104	104	104
New S. Bonds.....	66	67	68	69	69	69
Fitchburg.....	115	115	115	115	115	115
Kan. C. Top. & West.....	116	116	116	116	116	116
1st mortgage.....	116	116	116	116	116	116
Michigan Central.....	116	116	116	116	116	116
Nashua and Lowell.....	116	116	116	116	116	116
N. Y. & New England. 33	33	33	33	33	33	33
7s.....	105	105	105	105	105	105
Northern, N. H.....	103	103	103	103	103	103
Norwich & Worcester.....	113	116	116	116	116	116
Ogden & Lake Champ.....	16	16	16	16	16	16
Preferred.....	61	63	64	63	63	63
Old Colony.....	100	100	100	100	100	100
7s.....	100	100	100	100	100	100
Ph., Wil. & Balt. (\$50). 64	64	64	64	64	64	64
Portl'd, Saco & Ports.....	107	107	107	107	107	107
Pueblo & Ariz. Val.....	68	68	67	66	66	66
7s.....	108	108	108	108	108	108
Pullman Palace Car.....	79	79	79	79	79	79
Union Pacific.....	107	107	107	107	107	107
6s.....	107	107	107	107	107	107
Land Grant 7s.....	107	107	107	107	107	107
Sinking Fund 8s.....	107	107	107	107	107	107
Vermont and Canada.....	108	108	108	108	108	108
Vermont and Mass.....	108	108	108	108	108	108
Worcester and Nashua.....	35	35	35	35	35	35
Cambridge (Horse).....	108	108	108	108	108	108
Metropolitan ( " ).....	60	59	60	60	60	60
Middlesex ( " ).....	60	60	60	60	60	60
Central Mining Co.....	24	24	24	24	24	24
Calumet and Hecla.....	174	174	173	173	173	173
Franklin.....	10	10	10	10	10	10
Quincy.....	10	10	10	10	10	10



trade purposes, which served to give opportunity for the more profitable employment of balances. The City Bank exhibit of last week indicated a reduction in the loan and discount average of \$2,484,700, and in the item of circulation of \$44,800. The average of deposits was diminished \$3,971,900. The legal tender reserve was cut down \$2,200,800 (or to \$36,972,600); and the specie average was enlarged \$1,491,800. The City bank net reserve of specie and legal tender notes now shows an excess over the legal requirement of reserve to liabilities of \$4,128,450, against \$3,844,725 the preceding week, or a gain of \$283,475. The City bank exchanges in currency reached \$413,417,430, or a daily average of \$68,902,905. Call loans have been quoted at from 3@7, generally toward the close at 6 per cent, on the pledge of Stock or mixed collaterals, and best discounts at 4½@7 per cent per annum. At the extreme close the call loan market worked rather easier for the borrowing interest.

The outstanding amount of legal tender notes is \$346,742,941. The National bank circulation is now \$325,842,210 of currency notes and \$1,466,920 of national gold bank notes. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$2,347,000. The amount of United States bonds deposited with the U. S. Treasurer at Washington for circulation during the week was \$1,907,500. And of United States bonds held for circulation withdrawn during the week \$2,229,500. The Treasury Department now holds \$351,040,400 in United States bonds to secure the outstanding national bank circulation.

The Secretary of the Treasury has announced that the Department will now redeem called bonds to the amount of \$50,000,000 embraced in the calls maturing from the 1st to the 11th of April inclusive.

Much less animation has been reported in Government bonds which have been offered more freely owing partly to the high rates obtainable for money, in the loan and discount line, which served to interrupt the inquiry for bonds on investment account, and prices have receded, on a somewhat disturbed and irregular market. The main dealings have been in the six and five per cents of 1881, the 4½ per cents and the Currency Sixes. Subscriptions to the refunding 4 per cent Loan have fallen to a very small daily aggregate, the outstanding supply of these bonds, held practically by speculative holders (and on margins) threatening the market, and tending to depression. The market closed, as a rule, somewhat steadier. At the close on Wednesday the current quotations were as follows:

United States 6s, 1881, registered, 106½@106¾; do. coupon, 106½@106¾; do. 5-20s, 1867, registered, 102½@102¾; do. coupon, 102½@102¾; do. 1868, registered, 102¾@102¾; do. coupon 102¾@102¾; ten-forties, registered 101¾@101¾; do. coupon, 101¾@101¾; 5 per cents, 1881, registered, 104½@104¾; do. coupon, 104½@104¾; 4½ per cents, 1891, registered, 104@104¼; do. coupon, 104¼@104¼; 4 per cents, 1907, reg., 99¾@99¾; do. coupon, 99¾@99¾; sizes, currency, 121¾@122.

A restricted business has been reported in State Bonds, which have been rather lightly dealt in on

investment account and have been quoted weaker and irregular as to price, though closing for the favorite loans with rather more steadiness. Railway Mortgages of the prominent interest bearing issues have been moderately active and have fluctuated widely, generally receding in price, chiefly under the influence of the dearer market for loans and discounts, closing with some indications of reviving firmness, on lighter offerings from speculative sources. And in the line of Railway and Miscellaneous share property the business has been of comparatively moderate proportions. The dealings reached on Thursday an aggregate of about 134,000 shares, and fell on Saturday to 94,000, rising again on Monday to 111,000, and on Tuesday of the current week, to 123,000 shares. Prices have been subject to frequent and, in instances, rather violent changes, mainly under the influence of the circumstances of the Money market, which, at the moment, form the element of most potency in shaping the course of values. The later dealings showed some revival of strength and firmness, with less pressure in the financial line for accommodation. The resumption of payments by the New Orleans banks on Monday tended to the restoration of confidence.

A dull and uninteresting market has been noted in the line of Gold, the movements in which have been unimportant. The specie outflow last week was only \$700,571—making the total exports of specie hence since January 1 1879, \$4,697,558, against \$2,613,655, the same time in the preceding year. The imports of specie at this port last week were to the amount of \$220,112, and since January 1, 1879, have been \$2,729,191 against \$4,174,994 same time in the preceding year. The Customs drain for gold in the local market reached \$2,225,000 or an average of about \$370,834 per day.

Foreign Exchange has been in better supply, especially toward the close, and has yielded materially in price on a comparatively moderate inquiry even for prime bills. Bankers' sixty day bills on London closed at \$4 84¾@485½; sight bill on London at \$4 86½@4 88 to the £ sterling. Cable transfers, 4 87¼@4 88½. The week's imports of Dry Goods and general merchandise were to the specie value of \$5,803,558 as against \$6,893,801 the corresponding week of 1878. The week's import entries of Foreign Merchandise at New York included \$1,786,583 of Dry Goods, and \$4,016,975 of General Merchandise. The week's exports of Domestic Produce and Miscellaneous Goods from this port were to the aggregate value of \$6,098,015 against \$6,948,985 same week in 1878, making the total exports of produce since Jan. 1 this year \$72,066,047, against \$82,136,770 same period in 1878, and \$60,652,109 in 1877.

A fair degree of activity has been reported in the leading kinds of Produce and Merchandise which have been attracting more attention from other than speculative operators. A good demand has been noted for Dry Goods especially for Domestic Cottons at steadier prices. Domestic Produce has shown considerable animation, as well in the way of legitimate dealings, as on speculative account. Breadstuffs have been variable, closing much more firmly. Corn was unusually brisk on Wednesday, chiefly for export, and Provisions ruled stronger, but toward the close easing off slightly. The movements in Wheat, both

Spring and Winter, have been to a respectable aggregate, in good part for export, with values toward the close ruling firmer. Corn has been advanced rather sharply, on restricted offerings, and a better demand, largely from shippers. Cotton has been quoted higher for prompt forward delivery, on an active business, chiefly in the option line. Low Middlings closed for prompt delivery at 9½@10; Middlings at 10 3-16@10 5-16. Options left off for March basis of Middling at 10 38; April at 10.37; May at 10.52; June at 10.74; July at 10.85; August at 10.95; September at 10.79; October at 10.49; December at 10.10.

Naval Stores have been more freely dealt in and have been quoted steady. Petroleum has been moderately sought after here and at the primary markets, at however irregular prices, closing weak.

Metals have been fairly supported in price, on a moderately active market for leading kinds. Pig Iron quoted for Glengarnock, at \$20 75@21 50; Coltness, \$21 50@22 50; Eglinton at \$19 50@21 50; No. 1 American Pig at \$17@20, as to brands; No. 2 do. at \$16@18 50, (with sales of about 4800 tons). Forge, \$15@16, New Iron Rails \$34@38, (2500 tons sold) Wrought Scrap, \$23@24. Steel Rails wanted and quoted on the basis of \$42@45 at the mills and at tide water, (4,300 tons reported sold for forward delivery.) Old Iron Rails quoted at \$21 @21 50. Ingot Copper in demand with Ingot quoted at 15½@16cts. Tin quoted firmer and in demand. Domestic Pig Lead quoted at 3¼@3½cts. per lb.

At the Auction sale of Scranton Coal, on Wednesday, prices were rather lower, on sales of 100,000 tons at 2.17½@2.55, as against 2.55@2.67½ in February; and, on March 12, 2.17½@2.65 for Lackawanna Coal.

A steady and moderately active market has have been reported for most kinds of Foreign merchandise which have not been offered with much urgency.

Ocean freights have been more active, chiefly in the Grain and Provision interests, but at irregular rates; on other than Grain, generally much lower quotations. Liverpool steamer rates at the close for Grain quoted at 5¾@6d. per bushel. Flour, at 2s.@2s. 3d. Provisions, 20@25s.; Butter and Cheese 27s. 6d.@30s.; Leather, 30s. Measurement Goods 17s. 6d.@22s. 6d. per ton; Cotton, 7-32d.@1d. per lb. Tobacco at 27s. 6d.@30s. Liverpool, by sail: Cotton, 3-16d.@13-61d. Grain at 5¼d.@5½d. per bushel; Flour, 1s. 9d.; Measurement Goods, 12s. 6d.@15s. Tobacco 25s.; Oil Cake at 15s. Grain rates on charter hence for Cork and orders left off at 5s.; for the Continent Grain at 4s. 4½d.@5s. 3d. as to ports of discharge. Tonnage for Refined Petroleum at 3s. 3d.@3s. 9d. to Cork, for orders, at 2s. 9d.@3s. 3d. to the Continent, and 3s. 9d.@4s. to the Baltic. Through freight movements have been quite active at however, reduced figures.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Milwaukee 1st, 111; Denver and Rio Grande 1st, 90¼; Hannibal and Central Missouri 1st, 100; Kansas Pacific 7s, Denver div., with coup. certif., 103½; do. trust. receipts, 103¾; Missouri, Kansas and Texas R.



R., 91½; do. 7s, consol. S. F. ass., 56¾; do. 2d, 23¾; Kansas Pacific 1st J. & D., with coup. certifi., 114¼; do. Inc. No. 11, 36; do. No. 16, 86½; Nashville, Chattanooga and St. Louis 1st, 97½; Delaware and Hudson 1st Penn. div., 99½; Cincinnati and Springfield 1st, guar. by Lake Shore, 101½; do. by Clev., Col., Cin. and Ind., 91¾; Chesapeake and Ohio 1st, Series B, 84½; Central of New Jersey 1st consol. ass., 82¾; do. conv. ass., 82¼; do. Inc., 51; do. Adjmt., 96½; Lehigh and Wilkesbarre con. ass., 48¼; do. Int., 22; Erie and Pittsburg consol., 96½; Clev., Col., Cin. and Ind. consol., 97½; St. Louis and San Francisco 2d, class A, 70; do. class B, 43½; St. Louis, Kansas City and Northern Real Estate 7s, 97½; Rome, Watertown and Ogdensburg 1st consol., 81; International 1st with int. certifi., 78; Chicago and Northwestern Int. bonds, 107; Texas and Pacific 1st, Land Grant, 32; Mil. and St. Paul 1st, J. & D. ext., 100¼; Syracuse, Binghamton and New York 1st, 106; Winona and St. Peter 2d, 102; Chicago, Mil. and St. Paul 1st, 94; Jefferson 1st mort., 95; Galena and Chicago 1st, 104¼; Quincy and Toledo 1st ex coup., 91; Hudson River 2d, S. F., 110; Chicago and Alton Inc., 106¾; Cleveland and Toledo S. F., 109¼; Rensselaer and Saratoga 1st consol., 119; South Side S. F., 17; Toledo and Wabash Equip. 9; Louisville and Nashville R. R., 47; Dubuque and Sioux City R. R., 57; New Jersey Southern R. R., 2½; Homestake Mining Co., 33; Sutor Tunnel, 4¼; Pennsylvania Coal, 137; Ontario Silver, 40; Am. Dist. Tel., 49; Gold and Stock Tel., 78¾; Louisiana 7s, consol., 48¾; Missouri 6s, 1888, 103½; do. 6s, Fund, 1894-'95, 110; North Carolina 6s, old, A. & O., 22½; do. J. & J., 22½; Tennessee 6s, old, 35; do. new, 28; Missouri 6s, H. & St. J., 1887, 103½; Georgia 7s, new, 110; Virginia 6s, old, 33. The latest quotations are: Adams Exp., 105½@106; American Exp., 47½@49; Atlantic and Pacific Telegraph, 36@36¾; Central Railroad of New Jersey, 36½@36¾; Chicago, Burlington and Quincy, 113¼@114; Chicago and Alton, 78¼@79½; do. pref., 108@110; Chicago and Northwestern, 56¾@57; do. pref., 85½@86; Chicago, Milwaukee and St. Paul 35½@39¼; do. pref., 82½@82¾; Chicago, Rock Island and Pacific, 130¾@131; Cleveland, Columbus, Cincinnati and Indianapolis, 40¾@42; Cleveland and Pittsburg, 90¼@90¾; Delaware and Hudson Canal, 38½@39; Delaware, Lackawana and Western, 46¾@45¾; Erie, 24@24½; do. pref., 43¾@44; Hannibal and St. Joseph, 15¼@15¾; do. pref., 42¾@43¾; Illinois Central, 80@80¾; Kansas Pacific 19¼@19½; Lake Shore and Michigan Southern, 70½@70¾; Michigan Central, 84¼@84¾; Morris and Essex, 82¾@83¼; N. Y. Central and Hudson River, 113¼@113¾; New York and Harlem, 149@153; Ohio and Miss., 10@10½; do. pref., 24@30; Pacific Mail, 12½@13; Panama, 128@130; Pittsburg, Ft. Wayne and Chicago, 103¾@104¼; Quicksilver, 12¼@13; do. pref., 34½@36; St. Louis, Kansas City and Northern, 8@8¼; do. pref., 33½@33¾; Union Pacific, 70½@71; U. S. Express, 47@48; Wells Fargo Express, 99@100; Western Union Telegraph, 104¼@104½; Wabash, 20¾@20¾.

**Philadelphia.**—Northern Pacific R. R., 5; do. pref., 27¾; do. 7.80s, 38; Huntingdon and Broad Top Mt., 7s, consol., 30; Allegheny Valley 7s,

101½; Union and Titusville 7s, 38; Steubenville and Indiana 6s, F. & A., 101¼; do. A. & O., 103¾; do. M. & N., 102½; Oil Creek 1st mort., 81½; Schuylkill Nav. 6s, 1895, ex coup., 20½; Northern Central 5s, 57; Elmira and Williamsport 5s, 79; Philadelphia and Reading scrip, 49; do. 6s, 1848 80, 103; Colebrookdale 6s, 43; Am. S. S. Co. 6s, 98½; Texas and Pacific L. G. 30; Neaquehoning Valley R. R., 49½; Peoples Passenger R. R., 9¼; Pennsylvania Car Trust Series B, 100¾; Empire Car Trust, 100½; Central Transp., 42¾; Cincinnati 7.30, J. & J., 112. The latest quotations are: City 6s, 107½@108½; do. free of tax, 116¼@116½; Pennsylvania State 6s 2d series, 101¼@102¼; do. 3d series, 107@108½; do. 5s, new loan, 112@113; Philadelphia and Reading 12½@12¾; do. Gen'l mort. 7s, coup., 103¼@103½; do. reg. 103½@104½; do. mort., 6s, 1880, 101@101¼; do. 7s, new conv., 49@50; do. 7s, 1893, 115@115½; United New Jersey R. R. and Canal Co., 135½@136; Pittsburg, Titusville and Buffalo R. R., 4¼@4¾; do. 7s, 25@27; Camden and Amboy mort. 6s, 1889, 111@112; Pennsylvania R. R., 34@34½; do. 1st mort., 104@104¾; do. gen'l mort., coupon, 111@111½; do. reg., 113½@116; do. consol. mort. 6s, reg., 102½@103; Little Schuylkill R. R., 41½@42; Morris Canal, 51@51½; do. pref., 126@127; Susq. Canal, 3@6; do. 6s, 25@26; Schuylkill Nav. 2½@4; do. pref., 6½@6¾; do. 6s, 1882, 60@60¼; do. 1872, 90@90½; Elmira and Williamsport pref., 41@44; do. 7s, 105@107; do. 5s, 78@80; Lehigh Coal and Navigation, 14¾@14¾; do. 6s, 1884, 102½@104; do. R. R. loan, 106@106½; do. Gold Loan, 90@93½; North Pennsylvania, 35¼@36; do. 6s, 107½@109; do. 7s, 117½@119; do. Gen'l mort. 7s, reg., 112½@113½; Philadelphia and Erie, 7½@7¾; do. 6s, 106@108; do. 7s, 106½@107; Minehill, 47¾@48¾; Catawissa, 63½@67; do. pref., 35¾@36; do. new pref., 31@31½; do. 7s, 1900, 108½@109½; Lehigh Valley 33¾@34; do. 6s, coupon, 111½@111¾; do. reg., 111@112; do. 7s, reg., 116@117; do. consol. mort., 101½@102; Fifth and Sixth streets (horse), 105@109; Second and Third, 80@84¼; Thirteenth and Fifteenth, 50@53; Spruce and Pine, 42¼@46; Green and Coates, 57@60; Chestnut and Walnut, 63½@65; Hestonville, 11@11¼; Germantown, 50@52; Union, 82@85; Lombard and South, 8@11; West Philadelphia, 63@64.

**Baltimore.**—Canton 6s, gold, 96¼; Cincinnati and Baltimore 7s, 96; South Side (Va.) 1st, 105; Central Ohio pref., 42½; Baltimore and Ohio 2d pref., 99; Virginia Peckers, 45½; Maryland Defense 6s, 109½; Baltimore City 5s, new, 108; do. 5s, old, 102; do. 5s, 1894, 107¾; do. 6s, 1890, 111¾. The latest quotations are: Cincinnati and Baltimore, 7s, 96@100; Wilmington and Weldon 7s, 100@105; Wilmington, Columbia and Augusta 7s, 27@28; Richmond and Danville 1st mort., 86¼@86½; Pittsburg and Connelville 7s, 1898 104½@106½; Baltimore and Ohio, 94@94½; do. scrip 94—; do. 6s, 1880, 101½@—; do. 1885, 107½@108; Northern Central, 12¼@13¼; do. 6s, 1885, 105½@107½; do. 6s, 1900, 106@107; do. 6s, 1900, gold, 100@101; Marietta and Cincinnati 1st mort. 1892, 89@90¾; do. 2d mort. 7s, 34¼@36¾; do. 3d mort. 8s, 13½@14½; Central Ohio, 26@28; do. pref., 42@42½; do. 1st mort., 103½@104; Western Maryland 1st mort.

6s, 1890, 108@104; do. 1st mort. guar., 105@—; do. 2d mort., guar., 105@—; do. 3d mort. guar., 107@109; do. 2d mort. pref., 90@100; 2d mort. guar. by Washington Co., 103@—; Virginia and Tennessee 2d mort. 6s, 93½@94; do. 3d mort. 9s, 102¾@104¼; Orange and Alexandria 1st mort. 6s, 96@—; do. 2d mort. 6s, 86@87; do. 3d mort. 8s, 39@40; do. 4th mort. 8s, 14@18; Orange, Alex. and Manassas 7s, 55@55½; Baltimore 6s, 1884, 106½@107½; do. 1886, 108@110; do. 1886, new, 108@—; do. 1890, 111¼@112; do. 1900, 112@112½; do. 1900, new, 113@115; do. 1902, 114@—; do. 1902, new, 113@114; do. 6s, exempt, 115@116; do. 6s, 1894, 107¾@108; do. 5s, new, 107½@108; Maryland Defense 6s, 1883, 109@109½; do. 6s, exempt, 112½@—; do. 6s, 1890, @109¾—; do. 6s, 100@—; Virginia consol. 6s, 57½@58½; do. 2d series, 44@45¾; Virginia Consol. coupons, 80¼@80½; West Virginia def. certifi., 7½@8; Baltimore City Passenger R. R., 35@40; Baltimore and Catonsville R. R., —@15; George's Creek Coal, 60@—; Atlantic Coal, —@0.90; Canton Co., —@30; do. gold 6s, 96½@96¾; Union R. R., Canton end., 105@107.

**Boston.**—Detroit, Lansing and Northern pref., 91¼; Denver and Rio Grande R. R., 14; do. 7s, 87¾; Chicago and West Michigan R. R., 20; Chicago, Dubuque and Minnesota R. R., 45¼; Eastern (N. H.) R. R., 72½; Atchison and Nebraska R. R., 31½; Kansas City, St. Joseph and Council Bluffs 7s, 83; Boston and Maine 7s, 117¼; Republican Valley 6s, 1918, 100; Iowa Falls and Sioux City 7s, 106½; Pleasant Hill and De Soto 7s, 105½; Rutland pref., 10; do. 8s, 80; Illinois Grand Trunk 8s, 1890, 113¾; Jackson, Lansing and Saginaw 8s, 1885, white, 109½; do. 1891, green, 101; Cedar Rapids and Missouri River R. R. 103; do. 7s, 1916, 110½; Connecticut Western 1st, coupons on, 19½; Quincy and Warsaw 8s, 113¼; Detroit and Bay City 8s, 1892, 107½; Chesire 6s, 1893, 102; Connecticut and Passumpsic Rivers 7s, 1893, 107; Stanstead, Shefford and Chambly 7s, 1887, 26; Vermont Central 8s, 1891, 20½; do. 7s, 1886, 10½; Chicago, Iowa and Nebraska 7s, 1892, 109½; Quincy Bridge, 122½; New Hampshire 6s, 1892, 113; do. 1900, 114½; do. 1884, 107; Detroit 6s, 1906, 110¾; Toledo 7s, 1882, 102; do. 1886, 106; do. 8s, 1894, 115; Chicago, 7s, 1893, 110; Cleveland 6s, 1895, 106¾; do. 7s, 1894, 112; Concord (N. H.) 6s, 1892, 110; Boston 6s, 1880, 101½; St. Louis County 6s, 1892, 106; St. Louis City 6s, 1905, 107½; Cincinnati 7s, 1908, R. L. new, 108½; Minneapolis 8s, 1891, 114¾.

**The packing at St. Louis from November 1 to March 1 was as follows:** Number of hogs killed, 629,261; average gross weight, 264 pounds; average cost per pound gross a shade over 2.8 cts.; average yield of lard, 40.45; barrels of mess pork, 37,837; other kinds of pork, 5,489.

**Work has been begun on the St. Lawrence and Lake Champlain Railway, a narrow gauge road between Stanbridge in Missisquoi County, and Farnham in the adjoining county of Brome, Que.**

**The coupons due April 1 from the consolidated 8 per cent bonds of the Houston and Texas Central Railway Company will be paid by Messrs. John J. Cisco & Son, No. 59 Wall street,**



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	
Albany and Susq.....	13,500,000	J. & J.	Jan. '79 34	Little Schuylkill.....	54,244,100	J. & J.	Jan. '79 14	Ware River.....	100	J. & J.	Jan. '79 34	
Atlantic and West Point.....	1,232,200	J. & J.	July '74	Long Island.....	50	M. & S.	May '78 10	Warren (N. J.).....	1,800,000	A. & O.	Oct. '78 34	
Atlantic and Gulf Guar.....	786,476	M. & N.	Nov. '78 34	Louisv., Cin. and Lex.....	1,623,483	J. & J.	July '69 3	Warwick Valley.....	100	A. & O.	Oct. '77 34	
Atlantic and St. Law.....	5,000,000	M. & S.	Mar. '79 3	" " pref.....	50	J. & J.	Jan. '74 44	Westchester & Phil. pref.....	100	J. & J.	Jan. '79 4	
Augusta and Savannah.....	1,922,900	J. & D.	Dec. '77 34	Louisville & Nashville.....	9,003,418	F. & A.	Feb. '79 14	West Jersey.....	1,589,760	P. & A.	Aug. '77 3	
Avon, Genesee & Mt. M.....	226,000	A. & O.	Jan. '78 3	Louise, N. Alb. & Ohl.....	3,000,000	J. & D.	Dec. '70 3	Wilmington & Weldon.....	1,465,200	J. & D.	Nov. '78 3	
Baltimore and Ohio.....	14,216,800	M. & N.	Nov. '78 4	Lowell and Andover.....	500,000	J. & J.	Jan. '79 34	Winchester & Potomac.....	180,000	J. & J.	Jan. '79 3	
Washington Br.....	1,650,000	A. & O.	Oct. '78 5	Lowell and Lawrence.....	200,000	A. & O.	Feb. '78 2	Winchester & Strasburg.....	500,000	J. & J.	Jan. '79 3	
Berkshire.....	320,500	quarterly	Apl. '78 14	Lykens Valley.....	600,000	F.M.A.N.	Feb. '78 24	Worcester and Nashua.....	1,789,800	J. & J.	July '76 2	
Boston and Albany.....	20,000,000	M. & N.	Nov. '78 4	Manchester and Law.....	1,000,000	M. & N.	Nov. '75 5	HORSE-POWER R. R.				
Bos. Clin. F. & N. Bed.....	2,623,500	"	"	Marletta & Cincinnati.....	1,409,912	"	"	Albany City.....	110,300	"	"	
Agricultural Br. guar.....	80,000	J. & D.	June '76 3	" " 1st pref.....	50	M. & S.	Sep. '66 2	Baltimore City.....	1,000,000	J. & J.	Jan. '79 4	
Bost. Cono. & Mont. pref.....	800,000	M. & N.	Nov. '78 3	" " 2d pref.....	50	F. & A.	Sep. '66 2	Balt., Cat. & El. Mills.....	25	J. & J.	Jan. '79 3	
Boston and Lowell.....	3,250,000	J. & J.	Jan. '79 1	Massachusetts.....	400,000	F. & A.	Aug. '78 1	Boston & Chelsea pref.....	110,000	A. & O.	Apl. '78 4	
Boston and Maine.....	6,921,274	M. & N.	Nov. '78 3	Memphis & Charleston.....	25	J. & D.	Jan. '69 3	Broadway (Brooklyn).....	200,000	J. & J.	Apl. '78 4	
Boston and Providence.....	4,000,000	M. & N.	Nov. '78 3	Michigan Central.....	18,738,204	F. & A.	Feb. '79 2	Broadway & 7th Av. (N.Y.).....	2,100,000	J. & J.	Apl. '78 2	
Attleborough Branch.....	131,700	J. & J.	Jan. '79 34	Middlesex Central.....	2,130,000	F. & A.	Feb. '79 3	Brooklyn & Hunter's Pt.....	400,000	A. & O.	Apl. '78 3	
Bost. Revere B. & Lynn.....	350,000	J. & J.	Jan. '79 3	Mill Creek & Minehill.....	50	J. & J.	Jan. '79 3	Brooklyn City.....	2,000,000	F.M.A.N.	Feb. '78 3	
Buffalo, N. Y. and Erie.....	950,000	J. & D.	Dec. '78 24	M. Hill & Schuyl. Hav.....	3,856,450	J. & J.	Feb. '79 24	Bushwick (Brooklyn).....	309,000	J. & J.	July '71 34	
Burl. & Mo. Riv. in Neb.....	8,639,000	F. & A.	Feb. '79 2	Mobile & Montgomery.....	2,794,800	"	Feb. '79 2	Cambridge.....	824,300	A. & O.	Oct. '77 4	
Camden and Atlantic.....	377,400	quarterly	Apl. '78 2	Morris and Essex.....	15,000,000	J. & J.	Jan. '79 34	Can. Park, N. & E. Riv.....	1,068,400	J. & J.	July '78 3	
" " pref.....	838,311	quarterly	Apl. '78 2	Mt. Carbon & Pt. Carbon.....	282,350	J. & J.	Jan. '79 6	Citizens' (Phil.).....	500,000	J. & J.	July '78 10	
Camden & Burl. Co.....	381,926	J. & J.	Jan. '79 3	Nashua and Lowell.....	800,000	M. & N.	May '78 2	Citizens' (Pbg.).....	200,000	M. & N.	Nov. '77 10	
Orpe May and Millville.....	447,000	J. & D.	Dec. '77 3	Nashua and Rochester.....	1,185,000	A. & O.	Oct. '77 3	Coney Island & Brookl.....	500,000	"	"	
Catawissa.....	1,159,500	Oct. ber.	Oct. '78 14	Nashville and Decatur.....	1,529,000	J. & D.	Dec. '78 3	Continental (Phila.).....	50	180,000	M. & N.	Jan. '79 24
" " pref.....	2,200,000	M. & N.	Nov. '78 34	Nash, Chat. & St. Louis.....	6,575,268	A. & O.	Oct. '78 14	D. Dock, E. B'dw. & Bat.....	1,200,000	F.M.A.N.	Feb. '78 2	
" " 2d pref.....	1,000,000	M. & N.	Nov. '78 34	Naugatuck.....	2,000,000	J. & J.	Jan. '79 6	Eighth Avenue (N.Y.).....	1,000,000	J. & J.	Jan. '78 6	
Cayuga and Susq.....	689,116	J. & J.	Jan. '79 5	Nequehoning Valley.....	50	M. & S.	Mar. '79 5	Elizabeth and Newark.....	200,000	"	"	
Cedar Rapids & Mo. R.....	6,850,400	F.M.A.N.	Nov. '78 1	N. Castle & Beaver Val.....	1,800,000	quarterly	Jan. '79 24	42nd St. & G. St. Ferry.....	748,000	M. & N.	Nov. '77 6	
" " pref.....	709,000	F. & A.	Aug. '78 34	N. Haven & Northamp.....	605,000	quarterly	Oct. '74 3	Frankf. & Southw. (Ph.).....	600,000	J. & J.	Jan. '78 9	
Central of Georgia.....	7,000,000	J. & D.	Dec. '78 2	New London Northern.....	1,418,900	quarterly	Jan. '79 14	Germantown (Ph.).....	1,000,000	J. & J.	Jan. '79 3	
Central of New Jersey.....	20,000,000	quarterly	Apl. '71 24	N.Y. Cen. & Hudson R.....	89,428,330	quarterly	Apl. '79 2	Girard College (Ph.).....	500,000	J. & J.	July '71 3	
Central Ohio.....	2,425,000	J. & J.	Jan. '79 2	New York and Harlem.....	8,500,000	J. & J.	Apl. '79 4	Grand St. and Newton.....	170,000	J. & J.	July '71 2	
" " pref.....	400,000	J. & J.	Jan. '79 3	" " City Line.....	1,500,000	annually	Apl. '79 3	Green & Coates St. (Ph.).....	500,000	J. & J.	Jan. '78 2	
Central Pacific.....	54,275,500	A. & O.	Oct. '77 46	N. Y., N. H. & Hartf.....	15,500,000	J. & J.	Jan. '79 6	Heston, Mantau & Fairm.....	2,050,000	J. & J.	Jan. '75 14	
Chemung.....	880,000	quarterly	Jan. '79 14	N. Y. Provid. & Boston.....	3,000,000	quarterly	Feb. '79 2	Highland.....	290,000	J. & J.	Jan. '79 4	
Cheshire, preferred.....	2,155,300	J. & J.	Jan. '79 1	Niag. Bridge & Canad.....	1,000,000	J. & J.	Jan. '79 3	Lomb. & South Sta. (Ph.).....	105,000	A. & O.	Oct. '77 6	
Chicago and Alton.....	10,065,400	M. & S.	Mar. '79 3	North Carolina.....	4,000,000	M. & S.	Mar. '78 5	Lynn and Boston.....	200,000	"	"	
" " pref.....	2,425,400	M. & S.	Mar. '79 34	N. Eastern (S.C.) pref.....	96,000	M. & N.	Nov. '77 4	Malden and Melrose.....	200,000	"	"	
Chicago, Burl. & Quincy.....	27,695,242	M. & S.	Mar. '79 3	North Pennsylvania.....	3,978,150	F. & A.	Feb. '79 2	Metropolitan (Boston).....	1,500,000	J. & J.	Jan. '79 4	
Chl. Clin. Dub. & Minn.....	6,156,800	A. & O.	Apl. '79 32	Northern Central.....	8,842,000	A. & O.	Apl. '76 5	Middlesex (Boston).....	400,000	M. & N.	Nov. '78 3	
Chicago, Lowa & Nebras.....	3,916,200	J. & J.	Jan. '79 5	Northern N. Hampsh.....	3,088,400	J. & D.	Dec. '78 24	N. Y., Bay Ridge & Jam.....	102,540	"	Oct. '77 7	
Chl. Mil. and St. Paul.....	15,404,281	A. & O.	Dec. '70 78	Northern New Jersey.....	1,000,000	J. & J.	July '77 2	Ninth Avenue (N. Y.).....	797,320	"	"	
" " pref.....	12,279,483	A. & O.	Apl. '79 34	Norwich & Worcester.....	2,604,400	J. & J.	Jan. '79 5	Orange and Newark.....	282,555	"	"	
Chicago & N. Western.....	14,988,897	J. & D.	Dec. '78 2	Ogden & W. Champl.....	2,077,000	J. & J.	July '76 2	Philadelphia City.....	50	475,000	J. & J.	Jan. '79 4
" " pref.....	22,025,608	quarterly	Mar. '79 11	" " pref.....	2,000,000	A. & O.	Apl. '78 4	Philadelphia and Darby.....	200,000	J. & J.	July '77 2	
Chicago, R. I. & Pacific.....	20,900,000	quarterly	May '79 2	Ohio and Mississippi.....	20,000,000	quarterly	Jan. '78 34	Phila. and Grey's Ferry.....	284,775	J. & J.	Jan. '78 2	
Cin. Ham. & Dayton.....	3,500,000	A. & O.	Apl. '78 4	Old Colony.....	4,030,000	J. & D.	Mar. '78 34	Pbg. Alleg. & Manchester.....	200,000	quarterly	Apl. '78 2	
Cin. Sand. and Cleve.....	2,980,550	"	"	Oswego and Syracuse.....	482,400	F. & A.	Feb. '79 44	Second Avenue (N. Y.).....	1,199,500	J. & J.	Apl. '78 2	
" " pref.....	413,150	M. & N.	Nov. '78 3	Panama.....	7,000,000	quarterly	Feb. '78 3	Second & Third St. (Ph.).....	982,100	quarterly	Jan. '79 3	
Clev. Col. Cin. & Ind.....	14,991,800	F. & A.	Feb. '76 3	Paterson and Hudson.....	332,000	J. & J.	July '78 4	17th & 19th streets (Ph.).....	500,000	J. & J.	Jan. '78 4	
Cleveland & Mahoning.....	2,057,569	M. & N.	Mar. '77 34	Paterson and Newark.....	250,000	J. & J.	July '78 2	Sixth Avenue (N. Y.).....	750,000	M. & N.	Nov. '77 5	
Cleveland & Pittsburg.....	11,236,150	quarterly	Mar. '79 13	Paterson and Ramapo.....	248,000	J. & J.	July '78 3	Third Avenue (N. Y.).....	2,000,000	F.M.A.N.	Feb. '78 5	
Columbus and Xenia.....	1,786,200	M. & S.	Mar. '79 2	Pember & Hightstown.....	342,150	J. & J.	July '78 3	13th & 15th street (Ph.).....	1,000,000	J. & J.	Jan. '79 3	
Colum. & Hocking Val.....	2,500,000	F. & A.	Feb. '79 4	Pennsylvania.....	68,870,200	M. & N.	Nov. '78 2	23d street (N. Y.).....	600,000	J. & J.	Jan. '78 4	
Concord.....	1,500,000	M. & N.	Nov. '78 5	Peoria & Bureau Val.....	1,200,000	F. & A.	Feb. '79 4	Somerville (Boston).....	98,000	M. & N.	Nov. '78 3	
Concord and Port.....	350,000	J. & J.	Jan. '79 34	Philadelphia and Erie.....	50	6,004,300	J. & J.	South Boston.....	450,000	J. & J.	Jan. '79 3	
Conn. & Passaic Riv. I.....	2,175,700	F. & A.	Feb. '79 4	" " pref.....	2,400,000	J. & J.	Jan. '75 4	Union (Boston).....	374,800	J. & J.	Jan. '79 5	
Connecticut River.....	2,109,000	J. & J.	Jan. '79 4	Phil. Ger. & Norristown.....	1,626,250	M. J. S.D.	Mar. '79 3	Union (Phila.).....	400,000	J. & J.	Jan. '79 5	
Cumberland Valley.....	1,293,950	J. & J.	Jan. '79 24	Philadelphia & Reading.....	82,726,375	quarterly	July '76 34	West Philadelphia.....	400,000	J. & J.	July '77 10	
" " 1st pref.....	241,900	A. & O.	Oct. '78 4	" " pref.....	1,551,800	quarterly	July '76 34	CANALS.				
" " 2d pref.....	243,000	A. & O.	Oct. '78 4	Phila. and Trenton.....	1,259,100	quarterly	Apl. '79 24	Chesapeake & Delaware.....	1,983,555	J. & D.	June '75 2	
Danbury and Newrd.....	500,000	quarterly	Mar. '78 14	Phila. Wil. & Balt.....	11,554,250	J. & J.	Jan. '79 4	Delaware Division.....	1,633,350	F. & A.	Feb. '78 4	
Dayton & Michigan.....	2,39,350	A. & O.	Jan. '79 2	Pittab. Ft. W. & Chl.....	19,714,285	quarterly	Jan. '79 3	Delaware and Hudson.....	50	F. & A.	Aug. '76 4	
" " pref.....	1,236,100	quarterly	Jan. '79 2	" " Special Imp.....	5,504,300	quarterly	Jan. '79 14	Delaware and Raritan.....	100,000	quarterly	Apl. '79 24	
Delaware.....	1,230,950	J. & J.	Jan. '79 3	Pittsfield and N. Adams.....	460,000	J. & J.	Jan. '79 24	Lehigh Coal & Navigat.....	10,848,550	J.S.D.M.	Sept. '76 14	
Del. Lackaw. & Westn.....	5	"	"	Portl. Sauc. & Portam.....	1,500,000	J. & J.	Jan. '79 3	Monongahela Navigat.....	1,003,500	J. & J.	Jan. '78 6	
Detroit & Milwaukee.....	823,140	J. & D.	Dec. '69 7	Providence & Worcester.....	2,000,000	J. & J.	Jan. '79 24	Morris (consolidated).....	1,025,000	F. & A.	Feb. '78 2	
" " pref.....	2,095,000	A. & O.	Apl. '79 2	Raleigh and Gaston.....	1,600,000	J. & J.	July '71 6	" (preferred).....	1,175,000	F. & A.	Feb. '78 5	
Dubuque & Sioux City.....	5,000,000	J. & J.	Jan. '79 3	Rensselaer & Saratoga.....	6,000,000	J. & J.	Jan. '79 4	Pennsylvania.....	4,337,950	"	"	
East Pennsylvania.....	1,309,200	J. & J.	Jan. '79 3	Richmond & Petersburg.....	1,008,600	J. & J.	Jan. '79 2	Schuyl. Nav. (common).....	1,903,207	annually	A. '78 70c.s	
East Mahoning.....	392,950	J. & J.	Jan. '79 3	Roch. & Genesee Val.....	555,200	J. & J.	Jan. '79 3	" (pref.).....	2,898,977	annually	A. '78 140c.s	
East Tenn. Va. & Ga.....	1,968,274	A. & O.	Apl. '76 3	Romo, Watert. and Ogd.....	2,998,900	J. & J.	July '75 3	MISCELLANEOUS.				
Eastern (Mass.).....	4,997,600	J. & J.	Jan. '79 34	Ratlana preferred.....	1,488,700	F. & A.	Feb. '79 34	Adams Express.....	100	12,000,000	quarterly	Mar. '79 2
Eastern (N. H.).....	492,500	F. & A.	Feb. '78 24	St. Croix and Penobscot.....	100,000	J. & J.	July '71 2	American Coal.....	25	1,500,000	M. & S.	Sept. '77 24
Elmira, Jct. & Canad.....	500,000	M. & N.	Nov. '78 24	St. L. Alt. & T. Haute.....	2,300,000	F. & A.	Feb. '78 2	American Express.....	100	18,000,000	J. & J.	Jan. '79 2
Elmira & Williamsport.....	500,000	J. & J.	Jan. '79 34	St. L., Kan. C. & North.....	12,000,000	"	Feb. '74 3	Amoskeag Manuf. Co.....	1,000,000	J. & D.	Dec. '78 5	
" " pref.....	500,000	"	"	" " pref.....	12,000,000	"	"	Calumet and Hecla Mining.....	80,000 shs	F.M.A.N.	Feb. '79 45	
Erie Railway.....	70,000,000	"	"	Salem and Lowell.....	2,438 shs	M. & S.	Nov. '78 2	Central Mining Co.....	10,250,000	M. & S.	Jan. '78 24	
" " pref.....	8,536,910	"	"	Schuylkill Valley.....	50	J. & J.	Jan. '79 24	Consolidation (Md.) Coal.....	100	"	"	
Erie and Pittsburg.....	1,060,250	quarterly	Mar. '79 14	Seaboard and Roanoke.....	1,151,400	M. & N.	Nov. '78 34	George's Creek C. & I.....	100,000	"	"	
Fitchburg.....	4,500,000	J. & D.	Dec. '78 3	Shamokin V. & Pottsv.....	869,450	F. & A.	Feb. '79 3	Gilberton Coal Co.....	100,000	"	"	
Georgia.....	4,200,000	J. & D.	Dec. '78 3	Shore Line.....	950,800	J. & J.	Jan. '79 4	Maryland Coal.....	4,400,000	F. & A.	Feb. '76 14	
Grand Trunk (Can.) 1st pf.....	16,100,000	A. & O.	Apl. '78 01	Sioux C. & Pacific pref.....	109,000	A. & O.	Jan. '79 34	Mariposa Gold.....	2,836,900	"	"	
Great Western (Can.).....	19,237,404	A. & O.	Aug. '70 34	South Branch (N. J.).....	435,300	J. & J.	Jan. '79 3	Missouri Val. Land Co.....	200			



**New Jersey Midland Railroad.**

From the Annual Report of the Receivers, just issued, we learn that the indebtedness of the New Jersey Midland Railroad on the 30th of March, 1875, was: capital stock, \$1,423,745; first mortgage bonds, \$8,000,000; second mortgage bonds, \$1,500,000; third mortgage bonds, \$1,000,000; floating debt, right of way, claims, &c., \$989,924—total, \$7,913,669. The property of the road (other than franchises and road bed) at present is valued at \$307,295. Last year, the receipts from passenger traffic were \$139,024; from milk and general freight, \$508,734; from mails, express and miscellaneous, \$61,565—total, \$708,323. The disbursements for drawback and advance charges, legal expenses, taxes, interest, and all operating expenses were \$550,486, a decrease of \$30,000 from the preceding year; for maintenance of lease of the Middletown, Unionville and Water Gap Railroad, \$37,612; for construction account, \$23,780; for equipment and extinguishment of liens on rolling stock, \$75,625; for right of way, \$7,483. The net earnings for 1875 were \$122,406, against \$79,676. The ratio of expenses was 81.4 per cent in 1877, and in 1878 was 74.7 per cent. During the last four years the Receivers have spent \$114,901 on construction, \$135,312 on equipment, and \$48,775 on right of way. About 1,800 tons of new steel rails, and 120,000 new ties have been laid, bridges have been rebuilt, trestles filled in, and the roadbed generally improved. The passenger business is about stationary; the freight traffic, however, is increasing every month, and especially the milk transportation. In 1875 the road carried 268,566 10-gallon cans of milk; in 1876, 329,642 cans; in 1877, 366,648 cans; in 1878, 374,257 cans, and the business of the last two months shows a large increase over the corresponding months of last year. The road has been so greatly improved under the management of the Receivers that the cost of maintenance is likely to decrease steadily.

**American Steamships.**

A correspondent, writing from Chester, Penn., says that the three iron steamships building at Roach's shipyard, promise to be the most seaworthy vessels afloat, and then adds:

The largest, 3,000 tons, 328 feet long, is intended for Malloy's New York and Texas line. The next largest, 310 feet long, is for Alexandre & Sons' New York and Havana line. She has three iron decks, besides the hurricane deck, and seven water tight compartments. The third vessel is for Ward's Havana line. Eight hundred mechanics and laborers are employed at Roach's yard, where also a small iron steamer is now building for the Amazon trade. The contractor is a Brazilian, who contemplated going to England, but after visiting the American shipyards concluded to make the contract here. An order for another steamer will probably follow this.

**Kingston and Pembroke Railway.**

At the recent annual meeting of the Kingston and Pembroke Railway Company, C. F. Gilderleeve was elected President and A. Gunn Vice President. The other directors are: G. A. Kirkpatrick, J. Caruthers, W. Nickle, W. Harty, I. Upper, R. P. Flower and J. Swift. The report shows that the traffic for 1878, amounted to \$37,287, against \$31,469 for 1877, an increase of \$6,818, or over 15 per cent. There were 10,614 passengers carried, against 8,766 the former year, making an increase from that source of \$2,118 in favor of

last year. Branch lines will be built to Tamworth and Carleton Place if the people thereabout will grant inducements to the company. The Ontario Government agrees to grant \$8,000 for 30 miles back from the present terminus to the Madawaska River.

**Pennsylvania Railroad.**

The following statement of the business of all lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for February, 1879, as compared with the same month in 1878, shows:

An increase in gross earnings of.....\$375,130  
A decrease in expenses of.....52,956

An increase in net earnings of.....\$428,086

The two months of 1879, as compared with the same period in 1878, show

An increase in gross earnings of.....\$522,259  
A decrease in expenses of.....47,160

An increase in net earnings of.....\$569,419

All lines west of Pittsburg and Erie for the two months of 1879 show a surplus over all liabilities of \$229,995, being a gain over the same period in 1878 of \$97,204.

**Houston and Texas Central Railway.**

The following is a comparative statement of the earnings, expenses, etc., of the Houston and Texas Central Railway for the months of February, 1878 and 1879:

	1878.	1879.
Earnings.....	\$205,883 49	\$241,315 37
Expenses (including taxes).....	138,330 21	150,001 36

Net.....\$67,547 28 \$91,314 01

Increase in gross earnings (17.21 per cent).....35,431 88

Increase in expenses (8.43 per cent).....11,665 15

Increase in net earnings (35 per cent).....23,766 73

**Chicago, Burlington and Quincy Railroad.**

The gross earnings, expenses and net earnings of the Chicago, Burlington and Quincy Railroad for the months of January, 1878 and 1879, were as follows:

	1878.	1879.
Gross earnings.....	\$1,045,466 94	\$1,105,097 80
Expenses.....	565,800 23	589,112 88

Net earnings... \$479,666 71 \$515,984 92

—showing an increase in earnings of \$59,630 86,

in expenses of \$23,312 65, and in net earnings of \$36,318 21.

**New York, Lake Erie and Western R. R.**

The following is a comparative statement of the gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad for the month of December, 1877 and 1878:

	1877.	1878.
Gross earnings.....	\$1,465,133 08	\$1,205,755 02
Working expenses..	1,003,874 11	900,029 16

Net earnings... \$461,258 91 \$305,725 86

showing a decrease in net earnings for the month of \$155,533 05. The net earnings of the first three months of the present financial year, compared with those of the same period last year, show a decrease of \$230,871 63.

The Supreme Court of Missouri decided on the 24th inst. the long-pending suit of Col. G. Kitchen against the St. Louis, Kansas City and Northern Railway Company, to set aside the sale of that road under the deed of trust executed in

1871 to the present company and Morris K. Jesup and Solon Humphreys, of New York. The decision affirms the judgment of the Circuit Court in favor of the defendants.

**Railway Brakes in England.**

In the House of Lords, on the 6th inst. the Earl of Belmore inquired if the Government meant to introduce a Bill relating to the use of continuous brakes on railways. Lord Norton recommended that the Legislature should insist upon the five conditions specified in the Board of Trade circular—namely, that all brakes should be continuous, automatic, instantaneous, in constant use, and of sufficiently strong materials. Lord Heniker, replying on behalf of Government, said that the railway companies were even more interested than the general public in the introduction of an efficient brake system, and he pointed out that much progress had been made in that direction since 1877, when the Board of Trade first addressed the companies on the matter. It would be unreasonable to enforce the use of any particular form of brake, as it would preclude the companies from adopting a future improvement. He added that the President of the Board of Trade (Lord Sandon) proposed introducing a Bill to continue the Railway Commissioners, and would avail himself of the opportunity to make a statement on the subject of continuous brakes and other matters affecting railways. Earl De-la-Warr expressed a hope that the railway companies would consult together with the view of determining upon the best form of brake.

**Denver Pacific Railroad.**

By a decision of the U. S. Supreme Court on the 26th of January, the Denver Pacific Railroad and Telegraph Company was declared free from the obligations of subsidized railroads to transport mails, troops, etc., for the Government without direct payment. By this decision, back-pay for mail transportation becomes due the company, but as the balances of the appropriations for mail transportation in the years affected have been covered into the Treasury, the Post Office Department has no fund from which to make payment.

A statement of the facts of the case and the amounts due the Denver Pacific Railroad has been sent to the Treasury Department, that an appropriation by Congress of the necessary sum may be recommended.

The decision of the Supreme Court also appears to release the Kansas Pacific Railroad from subsidy obligations, except on the 394 miles of its route west of Kansas City. If the Department of Justice confirms the decision of this court in this way, the Post Office Department will take the same course in reference to the Kansas Pacific Railroad as to the Denver Pacific Railroad and Telegraph Company.

Five car loads of machinery left Wilmington, Del., recently for San Francisco, being the first shipment of the immense engines built by the Harlan & Hollingsworth Company for the Central Pacific Railroad Company's new mammoth steamer, which is intended for the carrying of freight and passengers across Carquinez straits.

The tracks of the Richmond street railways are to be extended to the fair grounds.



### Three Years of Business Through the Hoosac Tunnel.

Though quite a business was carried on via the Tunnel line in 1875 it was not until the middle of the following year that the real business of the road may be considered to have commenced. Before that time most of the line was in the hands of the contractors with more than a thousand men busily at work completing the enterprise. In order to show our readers the rapidity with which traffic is seeking the Hoosac Tunnel we compile from the three last reports of Manager Prescott the following statement:

	1876.	1877.	1878
Total receipts.....	\$83,825	\$158,141	\$209,410
Total expenses.....	45,779	60,235	80,679
Net receipts.....	\$37,846	\$97,906	\$128,731
No. of passengers..	68,715	120,879	154,460
No. tons of freight..	242,266	325,997	539,433

The most enthusiastic friends of the Hoosac Tunnel cannot but be satisfied with the rapidity with which its business is being developed, as shown by the figures given here. While credit is due to the connecting railroads that so large a business has been obtained the more credit is due to the immediate connections of the Tunnel, the Fitchburg and Troy and Boston Railroads (which have operated the Troy and Greenfield Railroad), as this through traffic was to them almost a new feature of business. The exertions necessary to prepare for and to move safely the more than a million tons of freight these two roads have had to receive and care for via the Tunnel route the past three years can be fully appreciated only by those who are familiar with the difficulties of the situation. So also it can be said of the management of the State's railroad by Manager Prescott, that only those who were familiar with the condition of the road and Tunnel when received from the contractors as compared with their present excellent condition are able to appreciate the services rendered the Commonwealth in caring for this valuable property upon which so many millions have been expended.

There is one very gratifying fact connected with the business of the tunnel for the year 1878, which is that, leaving out of account the interest upon the cost of the enterprise, the State derived a small income from the earnings of the road. Even after allowing for the money paid upon construction account, for which the net earnings were \$128,731, the total amount expended for construction was \$87,574, leaving \$41,000 as a small contribution toward the interest account.

Regarding the future, the prospects for a greatly increased traffic via the tunnel are brilliant, indeed, as we have recently had an opportunity to learn. The weak point in the line at present is the connection from the four tracks of the New York Central to North Adams, over the single track of the Troy and Boston Railroad. While this portion of the line is doing all that can be expected of it in its present condition as a single line, wanting in sidings and locomotive power, it is evident that something must be done to increase its working capacity. Vanderbilt is evidently of the same opinion, if we may judge by a recent telegram of his, sent the latter part of the past week to the manager of the Troy and Boston road. The tenor of this message was to the effect that at Schenectady and east of that point the New York Central was holding over 800 loaded freight cars consigned to the Tunnel line, and that advice from their agencies in the West advised them that the quantities of freight offering for the road was unprecedented. The message closed with the laconic inquiry, "What are you going to do about it?" Considering the present financial condition of the Troy and Boston Railroad we see no other way than for Vanderbilt himself to help the road out of its difficulties, that of an overplus of business. The Fitchburg road has lately loaned the Troy and Boston half a dozen powerful locomotives as a temporary measure. The situation is that there is at the present time an unprecedented movement of freight over

the the great trunk lines. The New York Central itself is being worked to almost the utmost capacity of its four tracks. In order to clear the yards of accumulating freight all four tracks and all the locomotive power the company has are pressed into the freight service on Sundays. Upon a recent Sunday 3900 cars were moved over the Utica division of the road. Upon all the trunk roads the movement is showing a remarkable increase over former years, especially over the Erie, which is awaiting the completion of its new connections with Boston via the Tunnel as a means of forming a new outlet for its great traffic.

By midsummer this new line, the Boston, Hoosac Tunnel and Western Railroad, will be ready for business, and besides being able to receive business from the Erie Railway and the Erie Canal, it will, with its consolidation locomotives, powerful enough to take 75 or 80 loaded cars from Schenectady to Greenfield, be able to take freight from the New York Central, if the Troy and Boston should find itself unable to do the business Vanderbilt may have for the Tunnel. There are indications, though, that Vanderbilt is preparing to construct a new railroad from Schenectady toward the Tunnel, passing north of Troy to a connection with the present route of the Troy and Boston, near the town of Schaghticoke. This would avoid running through the city of Troy, besides making the saving in distance considerable.

While the prospect is assuring that the Western connections are to be ample, that is, that two double tracked and low graded roads will connect with the tunnel upon the west, it is becoming every day more apparent that the Commonwealth should at once commence to double track its entire railroad and prepare it so that it may be able to accommodate the business that will undoubtedly soon come over it. A large proportion of the work that will have to be done to prepare for a second track will consist of rock work, which can be executed better now, while only a comparatively small number of trains are passing, than in the future when a large traffic will require more numerous trains. We understand that the managers of the Boston, Hoosac Tunnel and Western Railroad, recognizing the necessity for a double track over the greater portion of the Troy and Greenfield Railroad, are willing to lay this second track, receiving their pay for the same in tolls that may hereafter become due to the State upon the business they expect to take over the State's railroad. We do not think that this proposition will prove acceptable to the people of the Commonwealth, as even in this era of reform we think Massachusetts will come to the conclusion that she is able to complete the Hoosac Tunnel as it should be completed, without the aid of other parties. As the earnings of the next few years will be ample to complete the second track, no time should be lost in commencing the work.

From the Connecticut river to Boston, in passing over the route a few days since via the Fitchburg Railroad, we noticed steam shovels and gangs of men at work preparing for the second track, now very urgently needed from Ashburnham Junction to Greenfield. This will give us a complete line of double track from Boston to Greenfield, which should be supplemented by the proposed Dock and Elevator scheme, now before the Legislature, and to which, strange as it may seem, there is some opposition, chiefly of the most selfish nature, as there is also to the petition of the Massachusetts Central Railroad that it may become a connection between Boston and the Tunnel. That this line will find ample employment when completed cannot be doubted, if we consider what its connection will probably be at that time. The completion of the Welland Canal enlargement next summer cannot but have a tendency to take a large share of the business now centering at Buffalo down into Lake Ontario, from which the proposed extension of the Boston and Hoosac Tunnel road from Schenectady to the Lake, with its excellent grades, will be able alone to bring to the Connecticut river more business than both the Fitchburg and the Massachusetts Central, with their higher grades, will be able to

handle. While there is every indication that the great trunk lines will soon have more business than they can carry, we think there should be two lines at least from the Tunnel eastward as a guarantee of its future development.—*Boston Journal.*

### Metropolitan Elevated Railway.

The suit brought by the New England Iron Company against the Metropolitan Elevated Railway Company, as the successor to the Gilbert Elevated Railroad Company, which had been on trial in the Special Term of the Superior Court, was on motion of ex-Judge John K. Porter, of counsel for the defendant, dismissed by Judge Freedman on the 24th inst.

In the complaint the New York Loan and Improvement Company, by which the elevated railway was built, was impleaded with the railway company, but the action against it was dismissed in the first week of the trial. The suit was brought to recover \$4,000,000 on a contract made in 1873 by the Gilbert Company with the New England Iron Company, for the construction of the elevated railway. The defense was that the contract was not properly executed, that no attempt to carry out its provisions was ever made, and that it was merely provisional in character. This defense was overruled by Judge Freedman, who also held that the mere fact that the plaintiff corporation made an assignment in 1873, without notifying the Gilbert Company, did not warrant the latter in treating the contract as rescinded. Going further, however, Judge Freedman arrives at the conclusion, after a review of the testimony, that the New England Iron Company did not, after its assignment, preserve the ability to respond at once to any call the Gilbert Company might have made on it to begin the work of constructing the elevated railway. The corporate acts of the plaintiff corporation furnish to the mind of the Judge evidence of its inability to perform the contract which it sued under. In closing his very long opinion, Judge Freedman says:

"If I am correct in these views, it follows that it conclusively appears by the report of the New England Iron Company that since October, 1873, and during the years 1874 and 1875, it was not ready and able, though it may have been willing, to perform the contract on its part to be performed, and hence the contract made in 1876 between the Gilbert Company and the New York Loan and Improvement Company, which, in passing, it may be said, was for the erection and completion of a road different in many respects from the road contemplated by the contract made with the New England Iron Company, and over a changed route pursuant to new powers conferred by the Legislature, did not constitute a breach for which the plaintiff can maintain an action. The complaint must be dismissed, with costs."

### St. Gotthard Tunnel.

The St. Gotthard Tunnel has been advanced 6800 yards on the north side and 5900 yards on the south side leaving less than 4600 yards in the centre to be pierced. Besides the excessive hardness of the beds of serpentine and quartz, and insufficient hydraulic power on the Airolo side, there has been a very heavy infiltration of water, amounting to over 3,000 gallons a minute in the advance gallery. Another difficulty has been caused by a mass of decomposed feldspar mixed with gypsum, found under the plain of Andermatt, the site of an ancient lake. The work on the tunnel has been pushed forward for six years without a day's interruption, but the work on the line outside the



tunnel has been suspended two years, the excess of actual above the estimated cost thereon being put at one hundred millions of francs, or twenty millions of dollars. The cost of the tunnel alone will not, it is thought, exceed the original estimates. The other discrepancy arises from errors.

#### Railroads in Texas.

The Texas Iron Age says that the Denver and Pacific Railroad is now within four miles of Whitesboro, and will reach that city in about ten days; that the Texas Western Company has succeeded in securing a loan which will enable it to clear off its present embarrassments and go on with the work extending the road westward; that the contract for the completion of the Waxahatchie Tap Railroad has been closed, the work to begin at an early day, and to be completed by the 15th of June; and that the officers of the Sabine Pass and Northwestern report that the road is now graded from Lawrence to Athens, 51 miles, and from Sabine Pass to Woodville, 85 miles. The company owns the old Rusk tramway, from Jack sonville to Rusk, 17½ miles. The road is to run from Sabine Pass northwest to Denison, 340 miles crossing the whole of Eastern Texas; nearly half of it will be in the timber belt. The contract for the building of the whole line has been let, and arrangements made to raise the money needed by mortgaging the land grant received from the State of Texas, leaving the road itself unencumbered. The contractors have recently shipped the rails for the 17 miles from Sabine Pass to Beaumonts and track laying will soon begin.

#### Heating Railway Passenger Cars.

The Pennsylvania Railroad Company have adopted a method of heating their passenger cars which appears to be far more satisfactory than any of the different plans now in vogue. The radical idea the new method involves is simply that of a small portable engine with its boiler which is placed in one corner of the baggage car. From the boiler two pipes issue which are connected by flexible attachments to fixed pipes running on each side of the interior of the passenger cars. The engine forces the hot water through the whole circuit of the two sets of fixed pipes, the water leaving the boiler through the one pipe and returning to it through the other.

The same stream of water is thus repeatedly used and it does not require a greater force than fifteen or twenty pounds of steam to keep the hot water in constant revolution. An accessory arrangement under each seat in the car provides for ventilation and a local diminution of the heat for the person occupying the seat, if he so desires. This method gives a considerable addition to the seating room of each car, and is found by several trials to maintain a more equable and pleasant temperature in the cars than the stove or furnace system provides.

The device was contrived in the office of the Mechanical Engineer of the company at Altoona and is the property of the company.

In reply to inquiries Mr. H. J. Jewett, President of the New York, Lake Erie and Western Railroad Co., stated that the entire amount

of money paid in New York for assessments on Erie shares, amounting to \$1,500,000, is invested in United States bonds, and that the assessments paid in London are on deposit in the Bank of England.

The directors of the Chicago, Rock Island and Pacific Railroad Company have declared the usual quarterly dividend of 2 per cent on the capital stock, payable May 1. A dividend of 2 per cent on the capital stock of the Iowa Southern and Missouri Northern Railroad Company was also declared, payable at the same time, this being equal to 50 cents per share on the stock of the former Company.

OFFICE HOUSTON AND TEXAS CENTRAL RAILWAY COMPANY,  
HOUSTON, March 25, 1879.

THE COUPONS DUE APRIL 1 FROM THE consolidated 8 per cent. bonds of this company will be paid by Messrs. JOHN J. CISCO & SON, No. 59 Wall st., New York.

E. W. CAVE, Treasurer.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY, NEW YORK, March 21, 1879.

NOTICE IS HEREBY GIVEN THAT A DIVIDEND of Three Dollars and Fifty Cents per share has been declared on the preferred stock of the Chicago, Milwaukee and St. Paul Railway Company, out of the net earnings of the year 1878, payable at the company's office, No. 68 William St., on the 15th of April next.

The transfer-books will be closed on the 29th of March, and reopened on the 16th of April next.

JULIUS WADSWORTH, Vice-President.

THE COUPONS OF THE FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD CO. (SAN JOAQUIN VALLEY BRANCH), and of the LAND BONDS, due April 1, 1879, will be paid at the office of FISK & HATCH, No. 5 Nassau Street.

C. P. HUNTINGTON, Vice-President.

THE COUPONS OF THE FIRST MORTGAGE BONDS of the SOUTHERN PACIFIC RAILROAD CO. (of California), due April 1, 1879, will be paid at the office of the Company, Nos. 9 Nassau and 11 Pine Streets, New York.

C. P. HUNTINGTON.

#### TO MINE OWNERS.

The New York Stock Exchange has at last opened its doors to the mining interest of our country, and now allows its members to deal in mining shares. Parties who have first class mining properties, and wish to organize companies, under the laws of the State of New York, which are liberal, and find a market, would do well to communicate with

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Purchase all marketable Railway Securities. A specialty of Stocks and Bonds of Roads leased to Erie and New York Central, either interest-paying or defaulting. Also, Stocks and Bonds of City Railroads.

NEW YORK, March 15, 1879.

WE HAVE REMOVED OUR OFFICES FROM NO. 34 to NO. 11 PINE STREET, where we shall continue to transact a general BANKING BUSINESS and give special attention to the negotiation of first class RAILROAD SECURITIES.

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ALEX. FROTHINGHAM & CO., BANKERS AND Stock Brokers, No. 12 Wall st., buy and sell stocks on the New York Stock Exchange and carry the same as long as desired on a deposit of three per cent. Careful attention given to orders for investment from \$25 upwards in "Puts" and "Calls," which frequently pay from ten to twenty times the amount invested. Explanatory Circular and their Weekly Financial Report sent free on application.



**The Coal Trade.**

The total tonnage of anthracite coal from all the regions for the week ending March 15th, as reported by the several carrying companies, amounted to 472,171 tons, against 106,896 tons in corresponding week last year, an increase of 365,275 tons. The total amount of anthracite mined for the year is 3,963,276 tons, against 2,385,053 for the same period last year, an increase of 1,578,223 tons. The quantity of bituminous coal sent to market for the week amounted to 62,587 tons, against 34,906 tons in corresponding week last year, an increase of 27,681 tons. The total amount of bituminous mined for the year is 527,652 tons, against 432,334 tons for corresponding period last year, an increase of 95,318 tons. The total tonnage of all kinds of coal for the week is 534,758 tons, against 141,802 tons in corresponding week last year, an increase of 392,956 tons, and the total tonnage for the coal year is 4,490,928 tons, against 2,817,387 tons to same date last year, an increase of 1,673,541 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of March was 89,539 tons, of which 64,752 tons were coal, and 24,787 tons coke. The total tonnage for the year thus far has been 974,249 tons, of which 719,514 tons were coal and 254,735 tons coke. These figures embrace all the coal carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ending March 15th were 26,159 tons, and for the year to that date 185,264 tons, an increase of 56,963 tons as compared with the corresponding period of 1878. The shipments to the Baltimore and Ohio Railroad for the week were 21,424 tons, for the year 155,413 tons, an increase of 31,187 tons, as compared with 1878. The shipments to the Pennsylvania Railroad were, for the week, 4,735 tons, for the year 29,852 tons, an increase of 25,776 tons as compared with last year. The Reading Railroad Company reports a coal shipment for the week ending on Saturday evening last of 133,000 tons, of which 46,000 tons were sent to Port Richmond, and 86,500 tons were shipped thence. The Reading Railroad also shipped last week 613 tons for South Amboy, 433 tons to Port Johnson, and 4,000 tons to Elizabethport. The receipts at Port Amboy for the week ending March 15 were 30,868 tons, and the shipments 18,792 tons, leaving a stock on hand of 128,821 tons.—*Phila. Ledger, March 24.*

**Advantages of an Isthmus Canal.**

The Paris Economiste Francaise, of a recent date, gives statistics showing the actual differences in distance and time between voyages from the English channel to Pacific and Chinese ports, and from New York to the same points, the advantage in favor of the latter being to San Francisco, Callao, Valparaiso and the Sandwich Islands only four days, or from 34 to 38 per cent, and eight and a half days, or 7 per cent, to Shanghai. If an isthmus canal be opened, the difference for sailing vessels would be twenty-four days, or from 33 to 51 per cent, in favor of New York to the four places named, and twenty-two and a half days, or 28 per cent, to Shanghai. The average gain to New York vessels would be 2,000 miles, or nineteen days, over English and French competitors. Attention is then called to the increased use of steamers since the opening of the Suez Canal. The same result would follow by the Isthmus route. The difference then in favor of New York for steamers, which is now very small amounting to only one day, or from 14 to 3 per cent, would, with a canal, be to San Francisco, twelve out of twenty-nine days, or 41 per cent; Callao, twelve out of twenty-nine days, or 57 per cent; Valparaiso, twelve out of twenty-seven days, or 44 per cent; Sandwich Islands, twelve out of thirty-five days, or 34 per cent—an advantage of 44 per cent on an average for New York. It would simply double commercial advantages of the United States with the Pacific.

Edgar H. Woodman, of Concord, N. H., has been chosen Treasurer of the Concord and Claremont Railroad Company, vice Hon. Josiah Minot resigned.

**THEO. SUTRO.**

Attorney and Counsellor at Law,  
(Rooms 42 and 43.)

320 Broadway, NEW YORK.

Mining Patents, Cases and Contests.

**REFERENCES:**

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.  
Hon. Samuel Shellabarger, Counsellor, &c., Washington, D. C.  
Lazard Freres, Bankers, 65 Pine Street, New York.  
Sutro Tunnel Company, San Francisco, California.

New York, New England and Western

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Anybody can learn to make money rapidly operating in Stocks, by the "Two Unerring Rules for Success," in Messrs. Lawrence & Co.'s new circular. The combination method, which this firm has made so successful, enables people with large or small means to reap all the benefits of largest capital and best skill. Thousands of orders, in various sums, are pooled into one vast amount and co-operated as a mighty whole, thus securing to each shareholder all the advantages of the largest operator. Immense profits are divided monthly. Any amount, from \$5 to \$5,000, or more, can be used successfully. N. Y. *Baptist Weekly*, September 26th, 1878, says: "By the combination system \$15 would make \$75, or 5 per cent; \$50 pays \$350, or 7 per cent; \$100 makes \$1,000, or 10 per cent on the stock, during the month, according to the market." *Frank Leslie's Illustrated Newspaper*, June 29th: "The Combination method of operating stocks is the most successful ever adopted." *New York Independent*, Sept. 12th: "The combination system is founded upon correct business principles, and no person need be without an income while it is kept working by Messrs. Lawrence & Co." *Brooklyn Journal*, April 29th: "Our editor made a net profit of \$101.25 from \$70 in one of Messrs. Lawrence & Co.'s combinations." New circular (mailed free) explains everything. Stocks and bonds wanted. Government bonds supplied. Lawrence & Co., Bankers, 57 Exchange Place, N. Y.

## THE CHICAGO Mining and Milling Co.

OF  
GLOBE DISTRICT, PINAL COUNTY,  
ARIZONA.

Incorporated under the General Laws of the State of Illinois,  
December 30th, 1878.

JOHN HISE.....President.  
OTTO WASMANSDORFF.....Secretary.

This Company is now building the machinery for the extensive Reduction Works to be erected on its property, comprising 20 of the richest mines in the Globe District. There are now large amounts of Ore waiting for the completion of the mine, securing immediate returns to the stockholders.

A limited number of shares, par value \$100, is now for sale at \$25 each, full paid up and non-assessable, by

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Kerite is not affected by extremes of heat and cold, or by exposure to the heat or sun; endures long continued heat below 200° Fahrenheit, may be safely immersed in boiling water, is unchanged by being placed in the ground; corrosive elements in the earth do not act upon it; acids act very slowly, only to oxidize the surface; bears exposure to not strong solution of alkalies; does not suffer by injury by destructive insects of land or water, and can be stored in tropical climates without change of insulation.

PROF. MOSES G. FARMER, says: "I have used your Kerite as leading wire, more or less for four or five years. It stands abuse, changes of temperature, alternate wetting and drying better than any insulator I have tried."

EMINENT ELECTRICIANS AND PRACTICAL TELEGRAPHISTS

commend and recognize the Kerite insulation as superior to all others.

GEORGE B. PRESCOTT, Esq., Electrician of the Western Union Telegraph Company, under date of September 25, 1874, says: "In September, 1869, we placed some of your Kerite wire, unprotected by any covering whatever, in the tunnel under the river in Chicago, and have since continued its use in that exposed situation with the most gratifying results. A portion of the tunnel is very wet, and water saturated with lime constantly drips upon the wires, while in other portions they are kept alternately wet and dry, which is well known to be one of the severest tests that any insulating material of an organic nature can be subjected to; and yet after five years' exposure under the above conditions, the Kerite covering shows no signs of decay or deterioration. An insulating covering of India-rubber or gutta-percha under a like exposure, would have been destroyed in much less time."

February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869, until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

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